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BIRTHS.
On 27th August, at Sutton, Surrey, the wife of Alex. CUMMING, of a daughter.
On 30th September, at Shanghai, the wife of F. S. ARONITZ, of a son.
MARRIAGE.
On 23rd September, Shanghai, Frederick STEPHEN, second son of George Rampling, Esq., Leeds, Yorkshire, to LOUISE ELIZB, second daughter of Captain James Gray, Shanghai, late Commander, China Mutual Co., London.
DEATHS.
On 21st September, at Yochou, Hunan, WILLIAM HILL KELLY, the thirteen-months-old son of Dr. and Mrs. William Kelly.
On 24th September, at Kuling, MARION JOAN, younger daughter of Mr. and Mrs. EVERARD FRASER, Hankow, aged three years.
On 24th September, at Kuling, MARION JOAN, younger daughter of Mr. and Mrs. Everard Fraser, Hankow, aged 3 years.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 7, 1905.

THE CHINA SQUADRON'S VISIT TO JAPAN.

(2nd October.)

The visit of the British Far Eastern Squadron to the principal ports in Japan, as first mentioned in our columns, marks an epoch in the history of the British and Japanese navies. It is a recognition of the success which has attended our ally's arms—and particularly of the prowess of the Japanese navy—in the late war. This is probably the first occasion on which a British fleet has proceeded to Japan on a mission of friendship and goodwill. It is significant of the *amicitia* of the two great fleets in the Far East that the visit is welcomed by every one in Japan. Not a dissenting voice has been heard on the subject, and the visit should have the effect of cementing those good relations which are so essential to the combined action of the fleets. The British squadron may not be very imposing sight as compared with the squadron which visited Great Britain last year, but it is composed of the flower of the men-

of-war in the Far East. Such vessels as the *Diadem*, on which the flag of Admiral Sir Gerald H. U. Noel will fly, and the cruisers *Andromeda*, *Astron*, *Bombardier*, *Hogue*, and *Suffolk*, are by no means to be despised by a nation whose latest conquest at sea was mainly the work of cruisers of even less tonnage than that represented by the British squadron, while the fleet of torpedo-boat destroyers which will accompany the squadron should give an air of business-like ability to the visiting ally likely to be appreciated by the seamen of Japan. This trip to the chief ports of Nippon is exceedingly well-timed. Now that the new Anglo-Japanese Agreement has been adopted and signed, Britain and Japan are more closely associated in the defence of their mutual interests in this part of the world than ever before. It is desirable therefore that the common people of Japan should have an opportunity of realising by ocular proof part of the benefits which will be afforded by the unity of the two fleets and the amicable relations of the two Powers; and nothing is better calculated to picture forth the strength of the allies than a naval demonstration. The Japanese fleet, we learn, will assemble in Tokyo Bay on the occasion of the British squadron's appearance, and the exhibition of naval power—power which has been tried and proved—should be a marvellous commentary on the value of the Alliance. At Yokohama, Admiral Sir Gerald Noel and the chief officers of the British fleet will be entertained at a banquet and it may be taken for granted that at Nagasaki, Kobe, and other ports on the visiting itinerary will not be backward in doing honour to their guests and friends. The *entente cordiale* is in the air; peace and goodwill seem to be the guiding sentiments of the day; and who shall say that much of this result is not to be traced to the terrors of modern warfare as demonstrated in the terrible fighting which occurred in the course of the Russo-Japanese War? The British China Squadron leaves Weihaiwei for Nagasaki to-day, and all true friends of the Alliance will support this outward and visible token of good fellowship to the Japanese nation with the utmost heartiness.

THE CLOCK TOWER.

In replying to the criticism of the unofficial members of the Legislative Council on the Budget, His Excellency the Governor referred to the suggested removal of the Clock Tower from its present site to a spot on the praya, where its face might be seen by the shipping and might be visible to those having business on the quays. In a rather humorous way the Hon. Mr. Gershom Stewart said: "If your Excellency would, further, take the Clock Tower by the hand and lead it down towards the waterfront and endow it with a large, clean, new face so that it could pass the time of day to every ship in the harbour, a busy street would be relieved of a long standing congestion and a considerable improvement would be effected." But His Excellency was not at all convinced that there was any real public desire for the removal of the Clock Tower from its present position. If His Excellency consulted any member of the public who is in the habit of passing along Queen's Road daily, he would speedily understand that the Clock Tower as it now stands is nothing more or less than a public nuisance. The clock cannot be seen from Queen's Road without a straining of the neck which threatens dislocation. It cannot be seen from Wyndham Street, and its face in Pedder Street is obscured by the foliage of the trees there. In fact the only point from which it can be consulted is somewhere in the vicinity of Hotel Mansions. (When the Clock Tower was erected, it no doubt met what is usually described as a felt want; nowadays it is entirely out of place—hidden as it is by lofty buildings on three sides. This question of the removal of the Clock Tower has been on the tapis for years; plans were once drawn up on the subject, but they have doubtless disappeared in some pigeon-hole. Every unofficial member of the Legislative Council has had a voice in advocating the removal of the Tower, holding that it is not fulfilling its function as a time-record of care reference, and that it is, besides, a real impediment to the street traffic at one of the busiest corners in the city. It is, to be hoped that His Excellency will soon be enlightened regarding the sentiment of the general public with respect to the Clock Tower.

THE ANGLO-JAPANESE SHIPPING COMBINATION.

(4th October.)

Much significance attaches to the telegram which has lately appeared with reference to the proposed formation of an Anglo-Japanese shipping firm in Liverpool, with a capital of £5,000,000. There seems to be absolutely no doubt that such a syndicate will be formed, if it has not already entered into existence, and the question which affects shipping firms in the Far East, and in Hongkong especially, is the probable extent of the new syndicate's operations. Well-informed opinion has not hesitated to suggest that the newly-formed concern intends to make a bid for the trade of the China coast, which is at present in the hands of a variety of firms in Hongkong and Shanghai. An American correspondent has also given voice to the rumour, that the syndicate's vessels will endeavour to oust the British vessels at present engaged in the Hongkong-Manila trade. It would therefore seem that in every direction the carrying trade of the Far East is being threatened by the operations of the Anglo-Japanese syndicate, whose capital would certainly allow an ample margin for fighting

purposes. The Hongkong firms interested in the shipping trade to the China coast might view the entrance of a new competitor into the field with a certain amount of equanimity, were the contest for supremacy likely to be waged on level terms. That, in fact, is the crux of the whole question. An Anglo-Japanese shipping firm will probably be in a position to compete on terms impossible for the average British firm. The Japanese Government has adopted a policy involving the subsidising of all lines whose steamers are likely to prove useful in time of war. The Nippon Yusen Kaisha, benefited by this policy while peace prevailed, and their ships were almost without exception taken over by the Japanese Government when war with Russia broke out. The subsidy, therefore, proved of advantage to both parties in time of peace—to the Nippon Yusen Kaisha because it enabled that Company to expand their enterprise in various directions which would have been practically out of the question without financial support; and to Japan, because it fostered the maritime trade of that country. If we take it then an Anglo-Japanese shipping firm can claim the assistance of a subsidy from the Japanese Government; we find our local companies most seriously handicapped at the very outset. At the meeting of the Poughas Steamship Company the other day, the chairman made reference to the competition which already existed through the operations of the subsidised Japanese lines, and plainly hinted that it was a serious factor in the carrying trade. Britain has not yet adopted on any extensive scale the principle of subsidising vessels, which could act as auxiliary cruisers or dispatch boats in times of trouble, and consequently even if Japan consented to grant a subsidy to the new international venture it is improbable that Britain would be approached on the subject, and it is certainly beyond belief that she would consider such a request for a moment. But even with the subsidy from the Japanese Government the new line would be in a position to defy the plodding shipping companies who are compelled to depend upon their own individual exertions for success in the shipping world. They could reduce freightage to such a minimum that the ordinary liner would be obliged to retire from the field. And if it came to a question of running at a loss in order to stimulate trade and suppress their opponents, the Anglo-Japanese combination would still occupy a superior position. They would stand the best chance of winning, and in these days of cut profits and hard bargaining that is the only end desired. An unscrupulous, or as we call it nowadays, a sharp and business-like firm might wreak untold damage to the shipping interests of Hongkong, or at least to those of the China coastal trade. The firms to whom the appearance of an Anglo-Japanese trade alliance of this character would spell anxiety are the Indo-China Steam Navigation Company, the Douglas Steamship Company, and the Hongkong-Manila Co. These are firms which by strict attention to business—unassisted by Government or other grants—have succeeded in building up a connection with the coast ports which is at present fairly satisfactory. Their enterprise has conducted to the increasing importance of Hongkong as a distributing centre, and to the centralisation of trade at this port. Whether they could withstand rivals who were drawing a substantial subsidy from the Japanese Government is another matter. The probability is that they would be compelled to seek the protection of the Government in assisting them to maintain the trade which has proved so beneficial to the port. Now that the fiscal policy is in the air, it would not seem out of the way if the Hongkong shipping firms petitioned the Government to grant them a measure of protection. Hongkong has grown and expanded on the system of free trade and there is none, we venture to think, who on general principles would seek to abolish that system. But it would not be importing the principle of "protection"—using the word in its fiscal sense—if the Government assisted these firms to fight their opponents on an equal basis. It would simply be retaliation in its mildest form. We have seen how trade languished as the result of the advent of a host of Norwegian vessels during the war, when they would it be if local shipping companies had to compete not only against the tramp steamer, but against a wealthy corporation, such as the Anglo-Japanese trust would undoubtedly be, backed up by substantial subsidies from outside sources? It would in all probability mean that they would have to go to the wall, for no one could expect that they would work their vessels at an ever-increasing loss. There is only this point to be considered on the question of the subsidy. The Anglo-Japanese syndicate is to be registered in Liverpool. In that case the vessels would probably fly the British flag, although that would not necessarily follow. But it is a very fine question whether the Japanese Government would be prepared to subsidise a corporation registered in a foreign country, even though that country was an ally. Even without a subsidy, however, an Anglo-Japanese syndicate with \$50,000,000 capital, could afford to make a stiff fight to wrest the trade of the China coast from those who at present command that trade; and who at present defeat at the outset would not present such a disheartening prospect to them as it would to those who have for years been trying to establish a legitimate and profitable agency on the coast. In whatever light one looks at it, the Anglo-Japanese concern must prove a formidable and dangerous one. How formidable and dangerous to Hongkong shipping interests time alone can show.

PEACE TREATY RATIFIED.

(5th October.)

The Treaty of Peace concluded between Russia and Japan at Portsmouth, New Hampshire, has been ratified by the Japanese; and the welcome news flashed over the cables of the world, but a few hours ago and published by us in the foregoing. The conditions made public a month ago have already been printed in our columns, and although it has been stated that there were other conditions which would not see the light of day for many a long year yet we learn that Reuters Agency was recently requested to state on the highest Government authority (1) that there are no secret clauses in this treaty; (2) that there is no secret treaty complementing or supplementing the Treaty as made public; (3) and that there is no secret arrangement whatsoever between Russia and Japan. But with the conditions, public or concealed, the world outside has little to do. These concern the belligerent parties, who may be supposed to know better, even than the "man in the street," how their national interests may best be guarded. What does concern us is that a terrible war, which has lasted one year, six months and twenty-one days is at an end, and has, moreover, been concluded amid no sense of scenic spectacle or dramatic climax. Months ago all doubts as to the issue were dissipated, and the ascendancy of the Japanese arms was asserted on sea and land without possibility of dispute. But when the war was morally won there was no visible conclusion, and it was mainly through the instrumentality of President Roosevelt that the belligerent nations were induced to appoint plenipotentiaries to settle the terms on which hostilities might be concluded. Two months ago to-day the first meeting of the peace plenipotentiaries was held on board the yacht *Mayflower*, at Oyster Bay, New York, and although at the outset the feeling was generally pessimistic the discovery that Mr. de Witte, who throughout the war had done his best to stop further hostilities by constant representations to the Tsar, had full credentials to act on behalf of his country, the documents not containing the reservations usual in such papers, this discovery put a somewhat different complexion on the outlook. On August 7th the conference was officially opened at Portsmouth, and, after a continued "mark time" of the negotiations there came a report that the proceedings had been stormy in character, more calculated to embitter the relations existing between the two belligerents than to reconcile their differences. On August 26th, the St. Petersburg correspondent of *The Times* reported that, according to the best information, there was little doubt that President Roosevelt's gallant effort in the cause of peace had failed. But the hour is darkest before the dawn. Three days later it was announced that Japan would make fresh concessions to Russia, and a month ago these were permitted the declaration of peace which was signed by the Japanese and Russian plenipotentiaries at Portsmouth on the 5th September. And now that the war is over, one must remark upon the news telegraphed by our correspondent to-day as being a happy consummation of the task which President Roosevelt set himself just after the crowning disaster to Russia off Tushima, and as showing in a remarkable way how the intervention of one determined man may put a term to hostilities even under the most unlikely circumstances.

IN CHARLEY'S CAUSE.

The Hongkong Benevolent Society is a body which is responsible for a large amount of really good work, and no one calls in question its deep deserts. In the material way its fundamental aims are to provide employment for men out of employment, to visit the homes of poor and deserving people, to care for widows and orphans and, what is more vital in a great seaport like Hongkong, to assist the homeless and deserving destitute. To satisfactorily carry out this labour of charity has been its endeavour for the past sixteen years or so, and when one realises that since its establishment in 1889 the Society has dealt with over a thousand cases it will be apparent that the institution is one that deserves a generous support from the inhabitants of Hongkong. It need scarcely be mentioned that the advantage of contributing to its funds is, that the donor or subscriber may rest assured that his money will go, not to support any of the vagrant casuals who loaf about our streets and ways, but to get advantage at all seasons at the expense of the really genuine cases of want and hardship. There are some considerable well-worshipful notices that have arisen in the past year's working of the fund and the feature on which most serious emphasis has been placed is the stagnation of the fund. At the end of January the committee had to draw out their remaining \$500 on fixed deposit to meet current expenses, and when, in February, the members met in annual conference, it was announced that they would be obliged to go into debt if they were to help any of the cases. Such a disappointment, however, will be widely shared by those having the interests of the Society at heart, but when it comes to be considered that the only means of improving a financial situation is to secure the expenditure of the fund, and that the important work of the Society may have to be abandoned, it is a pity, but unless the offerings of the public resume their normal rate of growth at

an early date the stationary income of the Society will lay a steadily rising burden of responsibility upon the committee. Strange as it may appear the ladies of the committee have frequently had to appeal for funds to enable the work to be carried on. This should not be so; and would not have been the case had the members of our large and wealthy community recognised their duty one to the other and come forward in the true spirit of charity. But fortunately the committee, headed by Mrs. Gershom Stewart, do not intend to permit of this steady decline going in their funds through want of subscriptions and, realising that anything which draws attention to this work will impress the mind more sharply when the hand is more or less constantly in the pocket, have promoted a concert to be held on the praya, ground to-morrow, the proceeds of which will go to the empty coffers of the Society. Devoted workers among the people of the Colony are to be encouraged and Hongkong must indeed be a pretty hard rock if one of our most deserving charitable institutions is to go begging for funds to enable the carrying out of its worthy objects.

TELEGRAMS.

"HONGKONG-TELEGRAPH" SERVICE.

THE MINE STRAWN SEA.

C. M. STEAMER SUNK.

FIFTEEN DROWNED.

INCLUDING FOREIGNERS.

(From Our Own Correspondent.)

Shanghai, 2nd October.
11:35 a.m.

At half-past six on Saturday morning while the China Merchants' Steam Navigation Co.'s steamer, *Hsieh Ho*, which left here on the 23rd ult. for Chefoo and Tientsin, was passing the lighthouse off Shantung, a propeller steamer struck a submerged mine.

The explosion shattered the forward part of the vessel which immediately began to sink, and in ten minutes had disappeared from view. The crew had managed to release three boats from the davits, but one, on reaching the water, capsized.

Two foreign passengers were thrown into the water and after swimming for forty-five minutes were rescued by the *China Navigation Co.*'s steamer, *Chih-shan*, which came on board, crowded with Americans, making a direct course for where the mine had been.

The ship, picked up 71 of those who had been on the *Hsieh Ho*, including Captain Johns.

Fifteen were drowned, including the foreign engineers, Mauchan and Muir.

[The *Hsieh Ho*, Captain Johns, is a steel, screw steamer of 1,600 tons, built in 1895, at Glasgow, Scotland, for the China Navigation Co., Ltd., and was registered in Shanghai—Ed. H.K.T.]

MILITARY BUILDINGS DESTROYED.

AT HIROSHIMA.

ENORMOUS DAMAGE.

(From Our Own Correspondent.)

Shanghai, 3rd October.
12:10 p.m.

Twenty military buildings have been destroyed at Hiroshima, on the Inland Sea.

The damage is estimated at Yen 5,000,000.

[During the China-Japanese war, Hiroshima was the military headquarters of Japan—Ed. H.K.T.]

AMERICAN CRUISER RUN AGROUND.

SUCCESSFULLY RELOADED.

(From Our Own Correspondent.)

Shanghai, 4th October.
11:45 a.m.

The United States cruiser, *Olin*, 3,218 tons, after visiting Chefoo proceeded to Japan, and is reported to have been aground off Himejima, Kyushu (Sakhalin). She was successfully re-loaded and taken to Moji. It is not yet stated where she will be drydocked for the purpose of ascertaining whether any damage has been sustained.

[The United States cruiser, *Olin*, is a steel armed ship of 3,218 tons displacement, and was built at Brooklyn in 1898, as a coast defence ship. The American squadron has been at Chefoo for several months, and the ship was reported to have been aground on the 2nd inst. It is the command of the American Asiatic Squadron, after having been with a party of American soldiers to

ceded to Nagasaki. This may account for the presence of the *Cincinatti* in Japanese waters.—[D. H. T.]

CHINA AND JAPAN.

PEKING SEEKS ALLIANCE.

CHINA'S ISOLATION.

[From Our Own Correspondent.]

Shanghai, 4th October, 11.45 a.m.

It is reported from Peking that the Chinese Government, fearing isolation, is desirous of entering into an alliance with Japan.

BRITISH CHINA SQUADRON.

THE VISIT TO JAPAN.

[From Our Own Correspondent.]

Shanghai, 4th October, 11.45 a.m.

Admiral Sir Gerard H. U. Noel with the British China Squadron is due at Kobe on Thursday, and is expected to arrive at Yokohama on Monday, the 9th instant.

RUSSIA AND JAPAN.

THE END OF THE WAR.

PEACE TREATY RATIFIED.

SIGNS RAISED.

[From Our Own Correspondent.]

Shanghai, 5th October, 10.05 a.m.

The Treaty of Peace concluded between Russia and Japan at Portsmouth, N.H., has been ratified by the Japanese.

The state of siege, which was declared soon after the outbreak of war in Nagasaki, Sasebo, Tsushima, and Hokkaido, has been raised.

THE ANGLO-JAPANESE ALLIANCE.

REJOICING IN JAPAN.

CELEBRATIONS BY THE COMMERCIAL COMMUNITY.

[From Our Own Correspondent.]

Shanghai, 5th October, 10.05 a.m.

The commercial community throughout Japan are holding general celebrations on Friday, the 6th inst., to mark their unfeigned satisfaction with the terms of the Anglo-Japanese Alliance recently concluded.

THE EVACUATION OF MANCHURIA.

CHINA AND JAPAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

According to a report from Peking the Chinese Government continues to protest against the delay in the evacuation of Manchuria, and renews her request that an agreement be arrived at between Japan and Russia for the immediate retrocession of Manchuria.

Japan, yielding to China's representations, has opened negotiations to this effect.

BRITISH CHINA SQUADRON.

ARRIVES AT KOBE.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

Admiral Sir Gerard Noel, flying his flag on H.M.S. *Diadem*, has arrived at Kobe in command of the British China Squadron comprising the cruisers *Andromeda*, *Astrac*, *Bonaventure*, *Hogue*, and *Sutlej*, the despatch vessel *Alacrity*, and the torpedo-boat destroyers *Arun*, *Dee*, *Erne*, *Ettrick*, *Eze*, and *Ichen*.

The British ships were given a most enthusiastic reception and welcome by Admiral Shimomura in command of the Japanese cruiser squadron.

[A Tokyo message to the *Mainichi* states that it is believed that the American Squadron which is now at Cienfuegos will arrive at Yokohama on or about October 10, by which date the British Squadron from Weihaiwei will be there. It is understood that the anticipated assembly in Tokyo Bay of the Japanese Fleet will take place at the same time, so that a splendid naval spectacle may be anticipated. The *Kobe Herald* says that whatever might be the motives of such a gathering of British, American and Japanese Squadrons in Tokyo Bay as that predicted in the above message, it is obvious that as a demonstration of the naval power in the Far East of the three friendly nations it could not fall at the present juncture to possess a considerable degree of political significance.—Ed. H.K.T.]

INSURRECTION

IN CHINESE TURKESTAN.

[From Our Own Correspondent.]

Shanghai, 6th October, 1.55 p.m.

An insurrection has broken out in Kucha, Chinese Turkestan.

[Kucha is on a tributary of the Tarim River, just above the Tarim Desert, situated to the north-west of the plateau of Tibet. It is a large city, and the seat of an amban.—Ed. H.K.T.]

FARNHAM SHARES.

4.45 p.m.

Messrs. Benjamin, Kelly & Potts kindly inform us that they have received a wire from Shanghai quoting Farnham's Tls. 150 sales.

SANITARY BOARD.

THE PUBLIC HEALTH ORDINANCE.

3rd inst.

On the 8th ult., Messrs. Palmer and Turner applied to the Sanitary Board for a modification of section 153 of the Public Health and Buildings Ordinance, in respect to houses Nos. 11 and 13 Hillier Street. They desired the modification to allow of the street in front of the premises to be accepted as "external air" for obtaining the necessary window area to the ground first and second floors, the third floor not opening on to "external air" not requiring any modification. In support of their application they pointed out that it is only eight inches short of the required width and this was compensated for by the short length of the street, and its opening at both ends on to wider streets.

The Director of Public Works recommended that the application be refused and that the premises were four-storey houses, were opposite four-storey houses across the street, the neighbourhood of the houses was a very congested one, and they were, as it were, at the bottom of a pit. The ground falls very rapidly down from Hollywood Road across Circular Pathway into Queen's Road, and therefore the houses are not well situated for efficient ventilation.

On the 15th ult., Messrs. Palmer and Turner submitted an application for a re-consideration of the Board's decision, as to obtain "external air" it would be necessary to set back the front wall for a distance of eight inches, a space so small that it was questionable if the houses would be at all improved thereby, as regards light and air, asking that as an alternative to setting back the front wall, a modification be granted in respect of the first and second floors, omitting the ground floors which the owner would be then prepared to close for living purposes.

The Hon. the Director of Public Works minutes—"I see no reason for modifying my previous recommendation with regard to these houses."

P.T.-BOILING.

An application was submitted to the Board to have No. 4 Arthur Street, Yaumati, registered as a fat-boiling establishment.

Mr. A. Ramjahn minutes—"I think we had better confine fat-boiling to one locality."

The Registrar General minutes—"Is this site large enough to allow for the expansion of the business?"

The Principal Civil Medical Officer minutes—"This does not appear to be a suitable locality."

PUBLIC WATER.

The Government Analyst submitted his report on samples of water taken from wells in every district of the Colony, all of which he found to be of excellent quality.

RAT RETURNS.

The number of plague-infected rats caught in the Colony continues to show a steady decrease.

A QUESTION OF PARTNERSHIP.

4th inst.

Before His Honour Mr. A. G. Wile, Judge, in the Court of Summary Jurisdiction, today, the case of Wong Chik Yuen Tong alias Wong Ching Shi against Leung Tien Tung and Leung Hon Ching, partners in the Kung Sun firm, came on for hearing. The plaintiff claimed \$1,177, being the balance of principal and interest due by the defendants on a loan which had been made by the plaintiff to them in January 1903. The plaintiff claimed her claim to \$177.66 and sued for \$1,000.

Mr. R. A. Harding represented the plaintiff and Mr. Calthrop, instructed by Mr. Hursthouse, of Messrs. Denney & Bowley, appeared for the defendants.

Mr. Harding, in opening the case, said the plaintiff was a widow, residing at 23, Lascar Row, and was the sole proprietress of the business of the Fuk Shing Wo firm. This claim arose in connection with a loan of \$2,000 which the plaintiff made to the defendants on 27th January, 1903. The defendant firm paid back \$1,000 on 5th April last year; the amount remaining due was \$1,000 plus interest, but the sum due had been kept down to \$1,000 in order that the action might be kept within the summary Jurisdiction Court. The plaintiff firm, carried on business in Bonham Street West, on the third floor.

His Lordship—Was the plaintiff sole proprietress when this loan was made?

Mr. Harding said she was. The defendant firm removed to the address at which the plaintiff had established business, some seven or eight years ago. Before the plaintiff firm's employees could reach the street they had to pass through the office of the defendant firm, with the result that they had ample opportunity of knowing how the business of the latter firm was carried on, and of learning who the partners were. The employees of the Fuk Shing Wo firm also had their meals with the employees of the Kung Sun firm. The manager of the plaintiff firm was in a position to state that in consequence of conversations with the members of the Kung Sun firm he was in a position to know who the partners were. The plaintiff had advanced various loans to the Kung Sun firm since 1901, altogether there had been eight loans made, amounting in all to \$22,000, the loans ranging between \$1,000 and \$3,000 at a time. These loans had been repaid. Prior to the last advance, the defendant firm removed to Wilmer Street, but when the second defendant came to the manager of the plaintiff firm and asked for an advance of \$2,000, the latter knowing the transactions which had taken place between the parties on former occasions advanced the money and paid it into the hands of the second defendant. On the question of partnership records would be produced to show that the defendants were partners in the Kung Sun firm.

His Lordship—I suppose that is the whole question.

Mr. Harding believed that the defence would seek to make out that the defendants were not

partners, but lately an execution was issued against the goods of the Kung Sun firm and under that execution the books of the firm were seized. From the entries in the books it would be quite clear to the Court that the defendants had an interest in the Kung Sun firm and held shares in it. The first defence was one of the original partners; the second defendant joined at a later date.

BOGUS CHEQUES.

RICE SENT TO GAOL.

2nd inst.

Charles Rice was before the Court this morning on remand to answer to the charges of receiving goods and money under false pretences, by means of bogus cheques, from the Hongkong Hotel, Praya East Hotel, and two saloons in Queen's Road, under circumstances already recorded in these columns. When he appeared before Mr. F. A. Hazeland this morning he was informed that two further charges had been laid against him by the medical officer in charge of the Government Civil Hospital, in respect of a cheque for \$30, and Mr. J. W. Osborn of the Kowloon Hotel, in respect of one for \$14. The charges preferred by the Government Civil Hospital was, however, withdrawn. Defendant pleaded guilty to all the charges, and had nothing to say. He was sentenced to an aggregate of six months' hard labour.

MYSTERIOUS AFFAIR IN THE HARBOUR.

3rd inst.

At 2 a.m. to-day J. Everling, a seaman on board the s.s. *Nithdale*, went to the Central Police Station and reported that half an hour previously he was sitting on the Praya Wall, Central, with a comrade named Charles Broten, of the same ship, and while waiting for a sampan to take them off to their vessel, Broten suddenly jumped up, and without saying anything, sprang into the sea, and was apparently drowned, for Everling did not see him rise again. The police took the matter up and are investigating it, but no report has been received up to a late hour this afternoon of the discovery of any European body in the harbour.

BODY FOUND AND IDENTIFIED.

5th inst.

When at 2 a.m. on the 3rd inst., J. Everling, a seaman from the s.s. *Nithdale*, walked into the Central Police Station and reported to the inspector in charge that while sitting on the Praya Wall, near Pottinger Street steps, his comrade, Charles Broten, suddenly jumped into the sea and was seen no more, the police were rather inclined to look askance at the story. But the matter was taken in hand. Everling had gone on board and the vessel had sailed, so it could not be ascertained if any of the crew were missing beyond the two men who were imprisoned on Monday, by the Marine Magistrate for continued neglect of duty. A sharp look-out was kept about the harbour with the result that this morning the Water Police found the body of a European floating in the water near Pottinger Street steps, the place where the man Broten was reported to have jumped into the sea. The body was taken from the water and removed to the Mortuary, where it was held for identification.

In the absence of any other report of a European missing, it was presumed that the body was that of the seaman Broten, and as the *Nithdale* to which he belonged had sailed, the police had to apply for a writ of *habeas corpus* to enable them to get the two other seamen now in gaol out, *pro tem*, to proceed to the Mortuary to see if they could identify the body.

THE INQUIRY.

The body having been identified, this afternoon Mr. Hazeland held an inquiry into the death of the man Broten, whose corpse P.C. Lenagan said he found floating in the water near Pottinger Street steps at 6.45 p.m. on the 4th inst. It was identified to him at the Kowloon Mortuary by J. Patterson and J. Montgomery at 5 p.m. to-day, as that of Victor Broten, able seaman on the s.s. *Nithdale*.—Inspector Langley said that about 2 a.m. on the 3rd inst., a report was made by one Charles Everling, of the s.s. *Nithdale*, to the effect that half an hour previously, he and his ship-mate Broten, were sitting on the Praya Wall, waiting for a boat to take them to their ship. Broten suddenly jumped into the harbour, and his comrade did not see the body come ashore, and as the *Nithdale* was due to leave from the captain's cabin, the *Nithdale* to the Harbour Master, dated the 3rd inst., stating that the man Broten had not returned to his ship and was declared a deserter.—John Patterson, an able seaman on board the s.s. *Nithdale*, said that this afternoon he was taken to the Kowloon Mortuary, and there identified the body of Victor Broten, who was an able seaman on the same steamer. He identified the body to P.C. Lenagan, and a doctor of the mortuary was also present.

Inquiry adjourned until 11 a.m. to-morrow.

6th inst.

At 10 a.m. to-day the inquiry touching the death of Victor Broten in the harbour, under circumstances already recorded, was resumed before Mr. Hazeland.

Dr. W. Moore, medical officer, in charge of the mortuary, at Kowloon, said on the 5th inst. at 2 p.m. he held a *post mortem* examination on the body of a European male adult, which was identified in his presence by J. Patterson and J. Montgomery, as that of Victor Broten, who was a seaman on the s.s. *Nithdale*. The body was very decomposed, and in the absence of other cause he was of opinion that death was due to asphyxia caused by drowning.

THE DES VŒUX ROAD FIRE.

INQUIRY CONTINUED.

5th inst.

The inquiry into the circumstances attending the fire which took place at No. 29 Des Vœux Road, Central, on the 9th ult., was continued before Mr. F. A. Hazeland this afternoon. Mr. R. A. Harding appeared on behalf of the owner of the shop, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, for the insurance companies interested.

Lau Sin Wan, recalled, stated that the coolies were engaged there during the day making all kinds of furniture; they did not sleep there. Some of them used to sleep on the second floor of No. 29, but they had been removed. That floor was also stocked with furniture. Between the 6th and 7th inst. their wages were paid. There was some electro-plate on the first floor, valued at over \$1,000. On the second floor the plated goods were worth more than \$2,000, or even \$3,000. Witness proceeded to speak of the other goods in the shop and said it was not true that the bulk of the goods on the ground floor were in an unfinished and unpolished condition.

Cheng Shing Ping, an accountant, of Messrs. Sander, Weiler and Co., said he had gone through the books produced to ascertain what was the value of the goods stocked at the time of the fire. If the books were correct, the value was \$3,206 and of the other things \$4,427. The books were properly kept. The valuation in the books was higher than the ordinary rate in other shops for instance sofas were valued in

the books at \$75, while similar articles were sold at \$60 at other shops.

The inquiry was resumed until to-morrow at 2 p.m.

6th inst.

Adjourned from yesterday the inquiry into this affair was resumed before Mr. Hazeland to-day. Among the witnesses called was Mr. George Lammer, who spoke to examining and generalising the furniture on the ground floor of Nos. 29 and 31 Des Vœux Road. He said that nothing was consumed by the fire on the ground floor and everything is there which was there at the time of the fire. He had valued these goods at a high figure, viz. \$4,180. This would be the value if they were perfectly sound, and allowing the profit at about 30 per cent.

The inquiry was adjourned till Monday at 2.15 p.m.

HARBOUR TRAGEDY.

LUCKY POLICEMAN

BADLY BRATEN.

3rd inst.

In the early hours of yesterday morning while Chinese constable Lai Kum Fuk was patrolling the harbour in a police pinnace he noticed some small boats with bangs of coal about creeping along and evidently anxious to avoid attracting attention. He made for the nearest boat, which immediately hastened away, but after a long stern chase the pinnace drew alongside and the constable sprang on board. He was promptly seized and thrown into the water, and as the boat people commenced to strike him with bamboo and boat hooks the constable dived, and on coming to the surface, drew his revolver and fired to frighten the assailants. He managed to get on board and then he found he had shot one of the boatmen in the abdomen, while another boatman was hiding in the stern. The wounded man was removed to the Government Civil Hospital, but succumbed last night. The other boatman has been charged with attempted murder of the constable, and was placed before Mr. F. A. Hazeland this morning. He pleaded not guilty, and the case was remanded till Friday next.

6th inst.

Chan Ming, and Chan Lai, boatmen of fishing boat No. 1,585 H., were charged before Mr. F. A. Hazeland this morning for that they, with others, not in custody, feloniously, wilfully and of malice, aforethought did assault and attempt to drown one Lai Kum Fuk, a constable in the Police Force of the Colony, with intent there and then to murder him in the waters of the Colony, on the 1st inst.—They were further charged against the accused being in unlawful possession of ten cwt of coal, reasonably suspected of having been stolen, but this charge was withdrawn.—The men pleaded not guilty and the case was remanded until Tuesday next at 2.15 p.m.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE SEAMEN'S INSTITUTE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Thank you very much for your excellent article on The Seamen's Institute, in the *Telegraph* of 28th July, which I am glad to see has been widely read. I am glad to hear that the Seamen's Institute is now being established in Hongkong, and that the Seamen's Institute is now being established in Hongkong, and that the Seamen's Institute is now being established in Hongkong.

I am rejoiced also to hear that the new temporary Seamen's Institute in the Praya East, for all nationalities, creeds and services, is well paying its way, and that the local Navy League supplies a much valued billiard table, and no doubt the arm chairs, sofas, and article well decorated with wood, are given. But I hope that the Bishop's aspiration for a more adequate building, on the Governor's site, on the newly-made ground, will not be lost sight of.

Sailors are the most grateful of men for even the smallest kindnesses. They tell in their ports what "good times" they have had in previous ports of call. Thus we hear of most ports where any hospitality or other kindness has been shown by anybody to seagoing men of whatever class, creed, service or nationality.

It is a pity that the Seamen's Institute is not more widely known, and that the Seamen's Institute is not more widely known, and that the Seamen's Institute is not more widely known.

In reply to a question of yours, might I explain that though the terms "sailor" and "seaman" are commonly interchangeable, the official rule in the Mercantile Marine is that every man or woman on board a merchant ship in receipt of wages from the shipowners is styled a "seaman," except, I think, the captain; and the word "sailor" being reserved for deck officers and deck men.

In the Royal Navy, the opposite rule obtains; all on board being called "sailors," and only the deck officers and deck men are styled "seamen." Hence a surgeon in the mercantile marine, called a "seaman," but in the Royal Navy a "sailor." The executive deck officers and men in both services are styled by both terms.

But to distinguish a building intended for men of the sea of one service only this might be expressed in its title so as not to lay itself open to the charge of improper exclusiveness. Thus, if it is only for naval men, let it be called "The Naval and Military Institution." It would be very annoying to a man-of-war's man if he went out to your "Sailors' Home," and when he reached the door, found out that the building only admitted Merchant sailors. In that case it would be better to call it the "Merchant Sailors' Home." As it is, it is rightly named as it admits seamen of all services, creeds and nations. Those who pay the piper have the right to call the tune "Navy Britannia," when they really mean "Auld lang syne."—Yours faithfully,

WM. DAWSON, Commander, R.N.
11, Buckingham Street, Strand, London, W.C.
30th August, 1905.

THE ROYAL SANITARY INSTITUTE.

HONGKONG BRANCH.

5th inst.

An examination for sanitary inspectors was held by the Hongkong branch of the above Institute on Monday last.

The following candidates were recommended for certificates.—Robert Duncan, Charles Edward Frith, Donald John McKenzie, and Joseph Blake Winter.

The officials were the Hon. Mr. W. Chatham, Hon. Dr. Francis Clark, Dr. W. W. Pearce, Mr. H. E. Pollock, K.C., and Capt. Fitzwilliams, examiners; Mr. A. Gibson, secretary; and Mr. A. Carter, moderator.

THE MANILA TYPHOON.

TERRIBLE TALE OF DISASTER.

U.S. GUNBOAT SINKS

WITH 35 MEN.

3rd inst.

The neighbourhood of Manila has scarcely had time to realise the shock of the terrible typhoon—the worst in two decades—which burst over the Philippine Islands on Tuesday last week. The news that such a disaster had befallen the inhabitants of the neighbouring American possessions was first made generally known in Hongkong through the medium of our columns on Saturday last when we published exclusively such facts as we were then able to gather from an interview with a gentleman who had arrived that day from Manila. But now that papers are coming to hand from the Philippines we find our account was considerably under-rated so far as the extent of the disaster both ashore and afloat is concerned, and even now it is impossible to estimate the damage, though it is declared that doubtless it will reach into hundreds of thousands. Shortly after 1.30 p.m. on Tuesday the wind struck Manila with great force, and the telephone and electric light wires fused through contact, and there was a display that will be long remembered by those who were witnesses of the scene. The trees in the botanical gardens had the appearance of being on fire and the flashes of flames at the southern approach to the bridge of Spain and across the bridge were most spectacular. Hundreds and hundreds of houses in the city were unroofed, blown down, or beaten to pieces by the terrific force of the wind, which at one time blew 103 miles an hour.

AMERICAN GUNBOAT LOST

WITH ALL FOREIGNERS ABOARD.

But the saddest news so far received is that which reached Manila on Saturday recording the sinking of the coast guard boat *Lyle*, which went down in deep water off the east coast of Samar with all but nine hands on board. It seems, according to the *Cebu News*, of the 30th ult., that the boat left Legaspi, Albay, on the afternoon of the 25th Sept., and on the midnight of that same date while far out at sea, the full force of the hurricane struck her. She drifted in the open ocean helplessly for a couple of hours until further struggle against the furious tempest was rendered impracticable and went to the bottom, leaving but nine out of forty-two survivors to tell the tale. Captain W. N. Fisher, her commander, according to the report, stood on the bridge throughout the proceedings and calmly faced death. There were six American passengers on board, two being constabulary officers, one of whom is supposed to be Medical Inspector L. O. Asellus, but their names are yet unknown, although the bodies of two of them were recovered and buried at Cebu. Of the 32 native members of her crew, but nine miraculously escaped death and it was through them that the sad tidings of the catastrophe were secured. The ill-fated *Lyle* was one of the boats that were built by Farnham, Boyd and Company of Shanghai for the Insular coast guard service, at a cost of \$60,000, gold. She was a 10-knot boat, 125 feet in length, and the best of the Insular fleet. Captain Fisher was a native of Philadelphia, 37 years of age, and was a graduate of a naval training school of his home State. He was considered as one of the best skippers of the coast guard bureau and has been the captain of the ill-fated boat since she was delivered to the Government about four years ago. He leaves a young wife and a child of tender age to mourn his death.

Others lost on the boat are believed to be: First officer, F. Heilbrunn; second officer, E. M. Bentel; chief engineer, G. Gardner; assistant engineer, C. J. Olson; postal clerk, George B. Parker; medical inspector, J. O. Asellus; and five other Americans, one of whom, a constabulary officer, names unknown and twenty-four natives.

The same paper says that several other vessels belonging to or chartered by the Government have been wrecked or otherwise damaged and a few are yet unaccounted for.

HAVOC IN THE BAY.

Scores of thousands of dollars were lost by the Manila merchants owing to the havoc played among the smaller craft in the river and bay. The Manila Navigation Company which is said to be at the head of the bay had three cargo boats damaged and four lorries, one loaded with three hundred and eighty barrels of Portland cement, totally lost. This company also lost one of their best launches, the *Chin H. Tsai*, but efforts are now being made to raise her from her sinking place. Such is the substance of some of the reports received up to Saturday last, but accounts have yet to come in from the various provinces. Cavite was particularly hard hit, and residents there claiming that the storm was the most disastrous in the history of the district, far eclipsing the typhoon of nineteen hundred in violence and intensity. The damage done at the Navy Yard alone will amount to between \$75,000 and \$100,000, gold, probably more.

"CHANGSHA" OVERDUE.

According to the *Cebu News* of the 3rd ult. the Australian liner *Changsha* belonging to the China Navigation Company Limited was two days overdue from Hongkong. Messrs. Smith Bell and Co., the Manila agents for this line, have heard nothing from her, and grave fears were entertained by her friends in Hongkong. Inquiries at Messrs. Butterfield & Swire, the Hongkong agents, elicited the information that the *Changsha* arrived at Manila on Saturday afternoon.

PICKED PART

FROM COMMERCE REPORT.

4th inst.

Carved wood is little valued at Wuchow up into faggots at \$6 per ton.

The Kwangsi rice is only surpassed in quality by the Shanghai product. There is a very great demand for it in Canton.

In connection with South Africa, the idea that work would be required of him proved repugnant to the Kwangsi native, who prefers to leave such drudgery to his woman-folk.

The value of the trade of Pakhoi, which is almost entirely with Hongkong, was £45,787 in 1904, as against £45,183 in 1903, £45,840 in 1902, £51,480 in 1901, £60,554 in 1900 and £61,280 in 1899.

In examining these statements it will be an assistance to us to see in mind the amount of gold which has been produced by the mines of the world during the ten years we have under consideration. In round numbers the estimate is £500,000,000. The figures before us of the gold collages account roughly for the use of £35,000,000 out of this. Various estimates have been made of the amount of gold employed in the industrial use of ornaments and other purposes. It is estimated that the total value of the ten years used thus would amount to £150,000,000. Broadly speaking, we may believe these figures to be correct, meanwhile, there is another point to be considered. While the stock of gold in the world appears, during the last ten years, to have increased £345,000,000, the amount of silver used as standard coin has diminished £26,000,000.

This includes a diminution of about £100,000,000 in the value of the coin circulating in India, and in the Straits Settlements. As the silver coin which has dropped out of circulation was "standard" money, the general effect of the stock of the "legal tender" money in metal is that, instead of having increased £345,000,000, it has only increased £20,000,000 or £23,000,000. We are thus brought to the conclusion that, of the immense amount of gold discovered within the last ten years, only about half has practically been added to the principal countries of the world. Questions are sometimes asked as to the effect of the recent discoveries of gold upon prices. It has been expected that such enormous additions to the circulating medium must be followed by an increase in prices. According to the "Quantity Theory of Money" this should happen as prices are determined by the relation between demand for and the supply of money. The demand consists in the offering of goods for money; the more goods are offered, the greater the demand. The supply consists of the money—pieces, whatever their material or form, available for the purchase of goods.

This theory has been much cavilled at and criticized, and the elements involved are so numerous and so hard to grasp that the whole subject is difficult to understand. Modern habits of banking, including the great development of banking both in this country and in all the business countries of the world, have made great alterations in the use of specie in the ordinary transactions of life; but, as the increase of the specie becomes the basis of increased banking operations, the influence of the increase of the specie is augmented by the increased banking facilities dependent on it. The habits of people in regard to the money they use, the fact that an increase of money supply may itself become the cause of a further demand for money, thus assisting to prevent prices from rising in proportion to the increased supply of money, though all these difficulties, and many more into which we cannot go at this moment, render the subject a difficult one to understand, yet we feel bound to say in the words of Professor Walker, "No one has ever yet seriously undertaken to show what determines the value of money—that is prices—Supply and Demand do not."

Meanwhile, we have again to call attention to the fact that, the banks of other countries have strengthened their specie reserves considerably during the period before us, this country has done so in a much smaller proportion. We may be perfectly certain that the increase in the deposits of banks, and the increase in the amount of specie circulating in the different countries of the world, will, in the natural course of business, cause increased demands for specie, and for these demands we ought to be prepared.—*Bankers' Magazine.*

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks...	5915	594
National Banks...	790	b.
Union Insurance...	80	b.
China Traders...	340	b.
Canton Insurance...	340	b.
Hongkong Firs...	88	b.
China Firs...	88	b.
H. C. M. Steamboats...	27	5.
Indo-China...	94	s.
China and Manila...	18	b.
China Sugars...	220	s.
Rubbers...	31	b.
Docks...	165	s.
Kowloon Wharf...	104	b.
Farnham...	115	b.
Hongkong Land...	126	s.
Rice Cottons...	115	s.
Hongkong Cottons...	114	s.
Green Island Cements...	114	s.

YARN MARKET.

In their report, dated 6th instant, Messrs. Philzraha B. Neil and Co. write:—We have to report another fortnight of a quieter tone in our market for Indian Yarn, and prices in many instances show a decline of from fifty cents to two dollars per bale due to the extreme tightness of money amongst the Chinese. The interest charged by the Chinese bankers is too heavy; in some instances as much as about 11 per cent. per month, and this, coupled with the undue pressure on the part of some of the large importers, who were eager sellers even at a good sacrifice owing to the heavy receipts from your side during the period, our market is greatly depressed. The Chinese dealers as well as speculators are unwilling to operate on a large scale, but confine their purchases in selected threads to their actual requirements only, and in yarn for which they have made forward contracts. It is also reported that a good lot of their former forward purchases arrived per steamer *Callinus* and *Capri*. Looking to the uncleaned stock in the hands of the Chinese dealers, we have no fear of a further decline in the near future.

A very moderate business reported in No. 20, at last Mail's prices; the importers are not free sellers in this count as the stock of desirable threads is not much in first hands.

The demand for Nos. 16, and 17, has somewhat slackened. Prices show little or no change.

Owing to the over-anxiety on the part of large importers to quit, and the fresh heavy receipts from your side, and the unsold stock in first hands, prices of No. 10, have declined from fifty cents to two dollars per bale, and even at this decline a moderate business is reported.

No business is reported in No. 8. Some selected lots of No. 6, changed hands at a decline of about fifty cents per bale.

The market closes quiet.

Sales during the past fortnight comprise of about 250 bales of No. 6, 350 bales of No. 10, 450 bales of No. 12, 475 bales of No. 16, and 600 bales of No. 20; in all about 5,425 bales.

Arrivals during the fortnight per steamers *Aravon* and *Kaituma* (from Calcutta), *Callinus* and *Capri*, and *Coronado* (from Bombay), of about 2750 bales for this port, and about 500 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 2,500 bales.

The Unsold Stock is estimated at about 47,000 bales.

Local Mill—No sales reported.

Exchange.—We quote today on India at Rs. 148 1/2, on Hongkong at 10 1/2, on Shanghai at 7 1/2. Silver 38 1/2.

SHANGHAI SHARE MARKET.

Writing in the *China Gazette* of the 22nd ult., its correspondent on the value of the Shanghai share market says:—

When we wrote our last report a few weeks ago we said that the share market was depressed—dead. That was not strictly true; it was only moribund, and during the past week it has been very much alive and kicking. The "shorts" have been "kicked" and there will be many a sore back in a few days' time which will cost the patient dear. Without recapitulating business done in the ordinary way—Lands, Gas, Foss, Assets etc., etc., the price of which has remained practically unchanged, we will confine ourselves to the great gamble of the day—Langkats.

Owing to the fact that the price of kerosene oil since last November has been a very low one, the Langkat company has been unable during the past year to pay their ordinary dividends, and, regarding Tls. 35 for the year, and since last October they have therefore only paid:—

15th December 1904	Tls. 500
15th March 1905	750
15th June 1905	500
15th Sept. 1905	250

In all Tls. 2000

and investors argued that as they, for a precarious undertaking like the exploitation of kerosene wells, required at least 12% on their investments, they could not prudently pay more than about Tls. 175 per share, and the market gradually dropped down to that figure during July, and when a dividend of only Tls. 250 was declared for the quarter ending 15th September, last the price of shares even fell to Tls. 160.

A couple of weeks ago telegrams from home informed us that the oil wells at Batoum had suffered damage to the extent of many millions of pounds sterling, and local speculators were hurried to the conclusion that this fact must work for the good of Langkat oil as the partial destruction of the Batoum wells must of necessity result in a shortage of Russian oil on the local market and a demand for other brands. Similarly, the fact that it was known that native speculators had sold Devon oil "short" to a great extent, and that the Standard Oil Co. declined to sell oil at present low prices indicated a substantial rise in the price of oil in the near future, and speculators began to acquire for Langkat shares. The price of Devon oil rose automatically a few days from Tls. 160 to Tls. 195 per case, and price of Langkat oil has had a corresponding rise from Tls. 135 to Tls. 150, less the usual 3 per cent., and the shares have gone up from Tls. 160 to the 16th August to Tls. 230 on the 21st September, and have been done at correspondingly higher rates forward, say Tls. 234 for October and Tls. 235 1/2 for December.

The question now is, is this sudden and confident rise in the price paid for Langkat shares justified by the facts before us?

Practically no Russian oil will be imported to the local market for some time. That seems to be a certainty. But we must not forget that a drop of Russian oil has been landed in China for more than six months, due to the fact that shippers were afraid of capture by the Japanese fleet, and this significant fact has had absolutely no influence whatever upon the oil market, in fact prices were rather slackener than otherwise during the period of non-importation of Russian oil. On the other hand, the Standard Oil Co. have an almost unlimited supply of oil in stock and are able, if necessary, to fully supply every demand made upon them if they are offered prices which they deem sufficient and remunerative. The Company is aware that Chinese speculators have sold oil "short" and that they must buy in order to fill their contract, but we must not forget that this form of gambling is on a par with ordinary gambling in forward transactions on the Stock Exchange. China Ah Fong who has sold "short" to Ching Ah Fat will one day go to the former and say to him: "I know you have cornered me; I know it is a gamble; I know you don't want the oil—why should I go and buy it? The difference between my selling price and the present market price is about two mace a case. I will pay you the difference now, right away and we are quits—what say you? In nine cases out of ten Ching Ah Fat agrees to the compromise for obvious reasons, and not a case of kerosene oil will be bought on account of the deal."

Is the present price of Langkat shares warranted by the facts before us?

SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s share report published on the 28th September:

The continued demand for Langkats and the sharp rise in Indo-China during the week have given an impetus to our market which otherwise would have been tame and void of any special incident. The reason for the upward movement in Indo is because of the improved freights for the north, now that it is known that the Japanese will want all the tonnage at their disposal to bring back the troops, guns, etc. from Manchuria for the next three or four months. Langkats are rising in sympathy with the advance of oil. The demand for oil on London is quoted to day at 1/8 5/16. The Hongkong drawing rate is unchanged. Consols 89 7/16.

Wharves—hanghai and Hongkew Wharf shares have been in demand for to-morrow's settlement and sales have been made at Tls. 185, Tls. 187, Tls. 190, 187, 187. For October shares have changed hands at Tls. 191 and December at Tls. 195.

Shipping—Indo-China have come into strong demand lately in consequence of improved freights and shares have been placed at Tls. 6 7/8 for cash and settlement. October sales are reported from Tls. 6 1/2 to Tls. 7 1/8. For December contracts have been made at Tls. 7 1/8, Tls. 7 3/8, and Tls. 7 3/8.

Docks—A fair business has been done in Farnham Boys for cash and settlement at Tls. 142, Tls. 143, 143, Tls. 144, 145, Tls. 143 and Tls. 142. Sales of October shares are published at Tls. 144. For December sales have been booked at Tls. 148, 147, Tls. 148, 149, Tls. 150, 151, Tls. 148, 149 and Tls. 148. March shares are quoted Tls. 151, Tls. 152, and Tls. 151.

Lands—Shanghai have been bought at Tls. 122.

Cottons—Ewos have found a few sellers at Tls. 324. Laos-Kung-Mows have not been dealt in. Internationals have been placed at Tls. 44.

Mining—Nothing done. Chinese Engineering and Mining Co. shares are wanted at Tls. 8 1/2.

Tobacco—The Sumatra Tobacco Co. has received telegraphic advices from home that 500 bales have been sold at Tls. 6 7/8 per kilo. Shares have been sold at Tls. 68. Langkats have had a good deal of attention from speculators. For cash and this month's settlement the market opened at Tls. 130 1/2; then improved

to Tls. 132 1/2, 133 1/2, Tls. 132 1/2, Tls. 135, back to Tls. 130, only to rise again to Tls. 131 1/2, 133 1/2, and Tls. 135. At the close shares are wanted at Tls. 130, Tls. 131 1/2, Tls. 132 1/2, 133 1/2, 138 1/2. For November small sales at Tls. 132 1/2, 140. December has claimed the greatest attention at the following rates:—Tls. 137 1/2, 138 1/2, Tls. 139 1/2, 140 1/2, 141 1/2, 142 1/2, 143 1/2, 144 1/2, 145 1/2, 146 1/2, 147 1/2, 148 1/2, 149 1/2, 150 1/2, 151 1/2, 152 1/2, 153 1/2, 154 1/2, 155 1/2, 156 1/2, 157 1/2, 158 1/2, 159 1/2, 160 1/2, 161 1/2, 162 1/2, 163 1/2, 164 1/2, 165 1/2, 166 1/2, 167 1/2, 168 1/2, 169 1/2, 170 1/2, 171 1/2, 172 1/2, 173 1/2, 174 1/2, 175 1/2, 176 1/2, 177 1/2, 178 1/2, 179 1/2, 180 1/2, 181 1/2, 182 1/2, 183 1/2, 184 1/2, 185 1/2, 186 1/2, 187 1/2, 188 1/2, 189 1/2, 190 1/2, 191 1/2, 192 1/2, 193 1/2, 194 1/2, 195 1/2, 196 1/2, 197 1/2, 198 1/2, 199 1/2, 200 1/2, 201 1/2, 202 1/2, 203 1/2, 204 1/2, 205 1/2, 206 1/2, 207 1/2, 208 1/2, 209 1/2, 210 1/2, 211 1/2, 212 1/2, 213 1/2, 214 1/2, 215 1/2, 216 1/2, 217 1/2, 218 1/2, 219 1/2, 220 1/2, 221 1/2, 222 1/2, 223 1/2, 224 1/2, 225 1/2, 226 1/2, 227 1/2, 228 1/2, 229 1/2, 230 1/2, 231 1/2, 232 1/2, 233 1/2, 234 1/2, 235 1/2, 236 1/2, 237 1/2, 238 1/2, 239 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1/2, 795 1/2, 796 1/2, 797 1/2, 798 1/2, 799 1/2, 800 1/2, 801 1/2, 802 1/2, 803 1/2, 804 1/2, 805 1/2, 806 1/2, 807 1/2, 808 1/2, 809 1/2, 810 1/2, 811 1/2, 812 1/2, 813 1/2, 814 1/2, 815 1/2, 816 1/2, 817 1/2, 818 1/2, 819 1/2, 820 1/2, 821 1/2, 822 1/2, 823 1/2, 824 1/2, 825 1/2, 826 1/2, 827 1/2, 828 1/2, 829 1/2, 830 1/2, 831 1/2, 832 1/2, 833 1/2, 834 1/2, 835 1/2, 836 1/2, 837 1/2, 838 1/2, 839 1/2, 840 1/2, 841 1/2, 842 1/2, 843 1/2, 844 1/2, 845 1/2, 846 1/2, 847 1/2, 848 1/2, 849 1/2, 850 1/2, 851 1/2, 852 1/2, 853 1/2, 854 1/2, 855 1/2, 856 1/2, 857 1/2, 858 1/2, 859 1/2, 860 1/2, 861 1/2, 862 1/2, 863 1/2, 864 1/2, 865 1/2, 866 1/2, 867 1/2, 868 1/2, 869 1/2, 870 1/2, 871 1/2, 872 1/2, 873 1/2, 874 1/2, 875 1/2, 876 1/2, 877 1/2, 878 1/2, 879 1/2, 880 1/2, 881 1/2, 882 1/2, 883 1/2, 884 1/2, 885 1/2, 886 1/2, 887 1/2, 888 1/2, 889 1/2, 890 1/2, 891 1/2, 892 1/2, 893 1/2, 894 1/2, 895 1/2, 896

The Hongkong Telegraph.

(ESTABLISHED 1841.)

NEW SERIES No. 4000

號九初月九年一十三緒光

SATURDAY, OCTOBER 7, 1905.

六期星

號七月十英曆

300 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. G. W. DICKSON, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.

ASSISTANT MANAGERS:
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 19th August, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1905. [23]

DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Peking, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank, S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim jr. & Co., Koln,
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Sub-Manager.

No. 9, Queen's Road Central.
Hongkong, 9th September, 1905. [24]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP....." 18,000,000
CAPITAL UNCALLED....." 6,000,000
RESERVE FUND....." 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, HONOLULU,
NAGASAKI, SHANGHAI,
LYONS, NEWCHANG,
SAN FRANCISCO, MUMDEN,
BOMBAY, PORT ARTHUR,
TIENTSIN, CHEFOO,
PEKING, DALNY,
Kobe, TIE-LING,
LONDON, OSAKA,
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

On fixed deposits for 12 months at 5 per Cent. per Annum.

On fixed deposits for 6 months at 4 per Cent. per Annum.

On fixed deposits for 3 months at 3 1/2 per Cent. per Annum.

T. P. COCHRANE,
Manager.

Hongkong, 25th September, 1905. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£8,000,000
RESERVE FUND.....£8,000,000
RESERVE FUND.....£8,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the daily balance.

On fixed deposits for 12 months at 5 per Cent. per annum.

On fixed deposits for 6 months at 4 per Cent. per annum.

On fixed deposits for 3 months at 3 1/2 per Cent. per annum.

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [26]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS.....\$10,000,000
AUTHORISED.....\$10,000,000
CAPITAL PAID UP.....\$10,000,000
RESERVE FUND.....\$10,000,000

HEAD OFFICE: NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

UNION OF LONDON AND SMITH'S BANK, LTD.

BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per Cent. per annum.
For 6 months 4 per Cent. per annum.
For 3 months 3 1/2 per Cent. per annum.

H. PINCKNEY,
Manager.

No. 9, Queen's Road Central.
Hongkong, 19th September, 1905. [27]

Peninsular and Oriental.

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	POONA	About 15th October	Freight only.
SHANGHAI	ARCADIA	About 19th October	Freight and Passage.
LONDON, &c.	CHUSAN	October 21st	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA	About 25th October	Freight only.

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 7th October, 1905. [28]

Entimations.

LANE, CRAWFORD & CO.

GENTLEMEN'S OUTFITTING DEPT.

NOW SHOWING

NEWEST AUTUMN NOVELTIES

IN

SILK NECKWEAR.

CELEBRATED HATS.

TWEED GOLF & MOTOR CAPS.

A LARGE VARIETY OF

WALKING STICKS.

LEATHER LEGGINGS.

NEW STYLES AND CLOTHS

IN

RAINCOATS.

EVERY REQUISITE FOR

DRESS WEAR.

LANE, CRAWFORD & CO.

Hongkong, 29th September, 1905. [34]

TURKISH CIGARETTES.

JOHN PETRINO & Co.

GRAND FORMAT.....Per Tin of 50 \$1.75

GOLD TIPPED....." 50 1.60

STAR OF INDIA....." 100 2.75

PRINCESS....." 100 2.20

Telephone

No. 75

CALDBECK MACGREGOR & CO.,

15, Queen's Road Central.

Hongkong, 27th September, 1905. [37]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING OF MEMBERS of the above Club will be held in the CITY HALL, on SATURDAY, the 14th October, 1905, at 12.15 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 2nd October, 1905. [38]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SECOND ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 19th October, 1905, at Noon, for the purpose of receiving the Report of the Directors, together with Statements of Account for the year 1904 and for the half-year ending 30th June, 1905, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 9th October to the 19th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 14th September, 1905. [39]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FOURTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned at 12 o'clock (Noon), on FRIDAY, the 20th proximo.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th proximo, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 27th September, 1905. [40]

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. per cask \$4.75 per Cask

In Bags of 50 lbs. per bag \$2.80 per Bag

SHAW, SAN YAT & Co.,
General Managers.

Hongkong, 30th September, 1905. [41]

Entimations.

If it's power
you want,

take

BOVRIL

BOVRIL

"MINIMAX"

HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS NO HOSE. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX" Always ready for immediate use.

Requires only one hand to hold.

Weight only 18 lbs. when full.

Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553]

THE ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS.

HONGKONG, SHANGHAI AND MANILA.

SPECIALISTS

IN

RAILWAYS, MINES, WATER SUPPLIES,

REINFORCED CONCRETE, CONCRETE PILES.

ALEXANDRA BUILDINGS,
HONGKONG.

Hongkong, 12th July, 1905. [508]

Hotels.

HONGKONG HOTEL

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [50]

HOTEL CRAIGIEBURN,

PRINCE'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1905. [58]

CONNAUGHT HOTEL.

HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the RAILWAYS.

PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator.

Hot and Cold Water Baths and Shower Baths.

Launch Service for Guests.

Hongkong, 16th June, 1905. [558]

KOWLOON HOTEL.

KOWLOON

VICTORIA HOTEL, MACAO HOTEL,

SHAMEN, CANTON, MACAO, CHINA

ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

TOURISTS.

Hongkong, 30th September, 1905. [57]

JAPAN



COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—7, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Kowloon, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimizu, Moji, Wakamatsu, Karatsu, Nagasaki, Kushimoto, Sasebo, Milke, Hakodate, Taipei, &c.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies, and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kazado, Mameda, Manpouze, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzakibara and other Coals.

S. MINAMI, Manager, Hongkong.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

WHEN YOU SEND YOUR "BOY" FOR

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 20th September, 1905. [548]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAND,
Manager.

Hongkong, 22nd June, 1905. [571]

MUSIC LESSONS.

LESSONS in VIOLIN, GUITAR, HARP, PIANO, and in MUSIC, by a Teacher of Experience.

For terms, apply to—

C/O Hongkong Telegraph.

Hongkong, 12th September, 1905. [571]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tons.....Captain H. D. Jones.
 "POWAN,"2,338 "....." G. F. Morrison, R.M.R.
 "FATSHAN,"2,260 "....." R. D. Thomas.
 "HANKOW,"3,073 "....." C. V. Lloyd.
 "KINSHAN,"1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Saloon, are the largest and fastest on the River. Special attention is drawn to their Superior Sailing and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tons.....Captain W. A. Valentine.
 "NANNING,"569 "....." C. Dutchart.

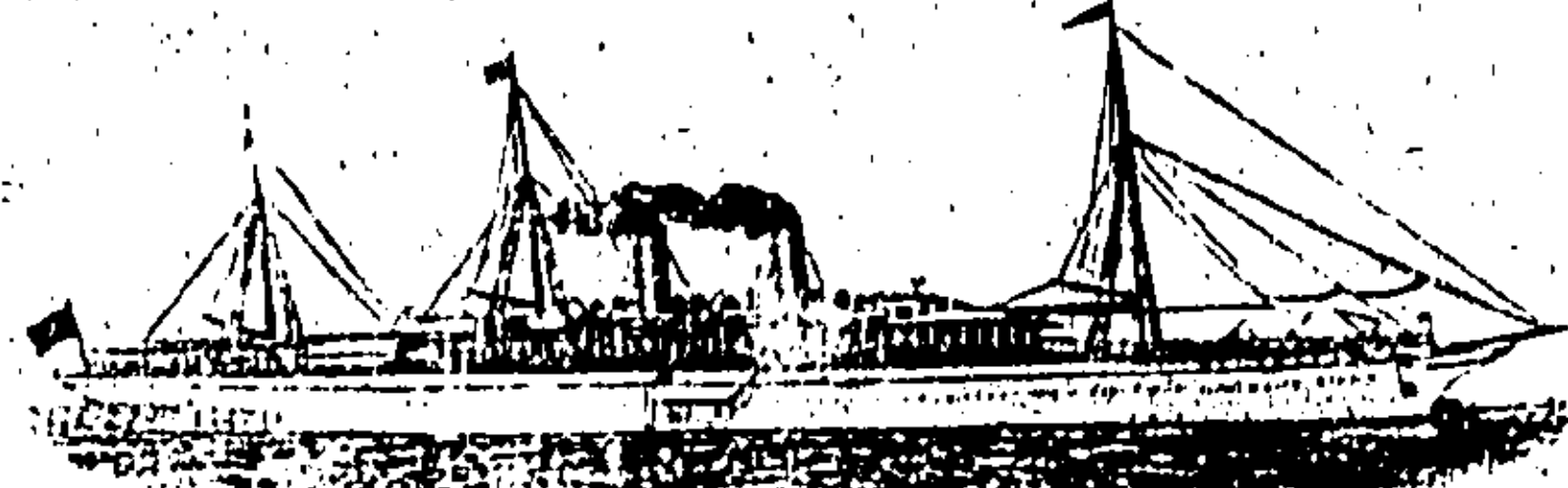
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 8th September, 1905.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers	Tons	Commanders	Sailing Dates
R.M.S. "EMPEROR OF CHINA"	6,000	R. Archibald, R.M.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	4,400	S. Robinson, R.M.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	6,000	F. Beetham, R.M.R.	WEDNESDAY, 15th Nov.
"TARTAR"	4,415	W. Davison, R.M.R.	WEDNESDAY, 15th Nov.
"EMPEROR OF JAPAN"	6,000	H. Pybus, R.M.R.	WEDNESDAY, 15th Dec.

Hongkong to London, 1st Class.....\$112 St. Lawrence £60. Via New York £64.
 Hongkong to London, Intermediate.....£40.
 Steamers, and 1st Class Rail.....£40.

THE magnificent "Empress" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VAN COUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 20th September, 1905. Corner Pedder Street and Praya, opposite Blake Pier. [10]

HAMBURG-AMERIKA LINIE OCEANISCHER DIENST.

(Taking Cargo it through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
SILESIA	HAVRE and HAMBURG.	8th October.	Freight and Passengers.
Bahia	(Calling at SP'ORE, PENANG & COLOMBO.)		
SUEVIA	HAVRE, ANTWERP and HAMBURG.	9th October.	Freight.
Knaisel	(Calling at SP'ORE, PENANG & COLOMBO.)		
SLAVONIA	HAVRE, BREMEN and HAMBURG.	18th October.	Freight and Passengers.
Rorden	(Calling at SP'ORE, PENANG & COLOMBO.)		
SEGOVIA	HAVRE and HAMBURG.	1st Nov.	Freight.
Schnefeldt	(Calling at SP'ORE, PENANG & COLOMBO.)		
SENEGAMBIA	HAVRE and HAMBURG.	15th Nov.	Freight.
Jaburg	(Calling at SP'ORE, PENANG & COLOMBO.)		
C. FERD. LAEISZ	HAVRE and HAMBURG.	About 20th Nov.	Freight.
v. Hoff.	(Calling at SP'ORE, PENANG & COLOMBO.)		

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duly qualified Doctors are carried.

For further Particulars, apply in HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.
 Hongkong, 4th October, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. K. H. The Duke of York, and H. I. H. The Emperor of Russia, both honored me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
BAYERN	WEDNESDAY, 12th October.
ZIETEN	WEDNESDAY, 23rd October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 3rd January, 1906.
GNESAU	WEDNESDAY, 17th January.
ROON	WEDNESDAY, 31st January.
PREUSSEN	WEDNESDAY, 14th February.
ZIETEN	WEDNESDAY, 28th February.
PRINZESS ALICE	WEDNESDAY, 14th March.
SEYDLITZ	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.

ON WEDNESDAY, the 12th day of October, 1905, at Noon, the Steamship BAYERN, Capt. H. Förmann, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 9th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th October.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,227	TUESDAY, 17th October.
PRINZ SIGISMUND	3,302	TUESDAY, 14th November.
WILLEHAD	4,762	TUESDAY, 12th December.

ON TUESDAY, the 17th October, 1905, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemar, with Males, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE. DIRECT FOR YOKOHAMA AND KOBE.

FOR YOKOHAMA & KOBE.....PRINZ SIGISMUND.....TUESDAY, 24th October.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....PRINZESS ALICE.....WEDNESDAY, 11th October.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....SACHSEN.....WEDNESDAY, 25th October.

* Reaching Yokohama in less than 6 days.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 28th September, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAU-KONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). The Round Trip occupies 36 HOURS.
 THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.
 Fare for the Round Trip.....\$12.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE WEEK. THE ROUND TRIP OCCUPIES 51 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip.....\$30.

These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG, [713]

Hongkong, 5th July, 1905.

Dentistry.

Dr. M. H. CHAUN, THE LATEST METHOD OF the AMERICAN SYSTEM OF DENTISTRY, 37, DES VOUX ROAD CENTRAL, From the University of Pennsylvania, U.S.A. Hongkong, 21st July, 1905. [67]

A BROKEN-DOWN SYSTEM. This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—energy.

VITAL STRENGTH & ENERGY. It is taken in accordance with the plan of a course of treatment which will the assured health be restored.

THERAPION No. 3. THE EXPIRING LAMP OF LIFE. LIGHTED UP AGAIN. This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—energy.

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A WONDERFUL DISCOVERY. This is a condition to which doctors give many names, but which few of them really understand. It is simply weakness—a breakdown, as it were, of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is increased vitality—energy.

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Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 575 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[76]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'ARQUILLER STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road, Hongkong, 24th March, 1904. [40]

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.
 SOAP AND SODA MANUFACTURERS.
 SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HART BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
 Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIPS' STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.
 Hongkong, 7th March, 1904. [24]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.
 TIME TABLE.
 WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 15 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 15 minutes.
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 3.00 p.m. to 3.30 p.m. Every 15 minutes.<

Intimations.

A. S. WATSON & CO.,
LIMITED.WINE & SPIRIT
MERCHANTS,HAVE BEEN APPOINTED AGENTS
FOR MESSRS.ROBERT PORTER
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BOTTLEERS OF THE FAMOUS

BULL DOG
BRAND

BASS' ALE, GUINNESS' STOUT,

AND
LIGHT ALES.

PRICES:

	PER CASE
"BULLDOG" Bass' Ale	8 doz. pils. \$25. Per doz. pils. \$3.25
"BULLDOG" Light Ale	4 doz. pils. \$18. " " pils. \$4.50
"BULLDOG" Champagne Bots.	8 doz. pils. \$24. " " pils. \$3.00
"BULLDOG" Guinness Stout	12 doz. pils. \$27. " " pils. \$2.40
"BULLDOG" Guinness Stout	8 doz. pils. \$24. " " pils. \$3.00
"BULLDOG" Guinness Stout	12 doz. pils. \$28. " " pils. \$2.40

A. S. WATSON & Co.,
LIMITED.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 23rd September, 1905.

BAHADUR
CIGARS.THE
PREMIER CIGAROF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,

SOLE AGENTS.

Hongkong, 8th July, 1905.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 7, 1905.

A MATTER OF MOMENT.

Not for many a long day have those who concern themselves with the important subject of education in Hongkong been provided with more substantial food for reflection than that contained in the report of the opening of a Government medical school in Singapore. From Straits papers we learn that in this institution Chinese and other non-European residents in the Colony and the Federated Malay States may be trained to enter the Government service as assistant surgeons or to qualify as general practitioners. This is no surprise, for so far as education is concerned the government of the Straits Settlements is well ahead of Hongkong. In Singapore the King's scholarships are still retained, and the Chamber of Commerce encourages education from a commercial standpoint by holding periodical examinations in subjects connected with this most important branch of learning, while other scholarships are offered to those students who elect to take up the study of various industries. There it has been recognised for long past that one most urgent necessity is the provision of some instruction in practical engineering so that the Singapore boys might be equipped to take their share in the development of the magnificent resources of the Federated Malay States. H. E. the Governor had his attention drawn to this matter at the opening of the new medical school for Malaya, and one of these days we shall no doubt learn that the Straits Government has made provision for still further facilities for the higher education of their boys. In the meantime Singapore has now the great benefit of a local medical school in which not only the members of the Chinese community will be trained, but which will also be open to other non-European residents. Here, in Hongkong, we are a long way behind. The old Queen's scholarships have been relegated to the past for more than a decade and although we can boast of a college of medicine for Chinese which, by the way, is doing some really excellent work, and in which the welfare of the Colony should be very closely bound, it is exclusively confined to members of the native community, and the scope of the work embodied in its syllabus is of necessity somewhat restricted. Facilities for studying the various branches of trades that are practiced in the Colony and the large cities of the world are wanting in Hongkong, although, of course, we do not lose sight of the work being carried on at the scientific and industrial college in Hollywood Road, or of the classes held at the Institution of Engineers for instruction in practical mathematics and mechanics. But the manner in which our sister Colony is going ahead in matters of education suffices to show the position into which we have been slowly drifting and where we are now marking time. This is a subject to which we have frequently drawn attention and one which should have been remedied long ago. Instead of having any improvements made in education in Hongkong is being set back. The expenditure by the Government is to be cut down from 3.95 to 2.73 per cent of the Colony's revenue, and this, in the long run, means that instead of promoting educational efficiency, it almost puts a premium upon incompetence and that, too, at a time when everything points to the vital need of improving and systematising education. Instead of encouraging popular interest in the subject in all its branches and particularly those of a commercial and technical value, we seem to be riding roughshod over the opinions of those not only in Singapore but also in Shanghai, where instruction in technical education has been successfully given for some time past. We can only hope that the step taken by Singapore will be followed here long by a similar movement in Hongkong which, if it does not go to the extent of having a thoroughly equipped school with facilities for instruction in technical and commercial education, will be nothing short of a considerable enlargement in the scope of the College of Medicine for Chinese the benefits of which might well be extended to all sections of the community.

LOCAL AND GENERAL.

Mr. Oliver Bainbridge, the scientist and explorer, has been laid up in Kaifeng with a severe attack of malarial fever.

REGULATIONS relating to the examinations of masters and mates in the mercantile marine have been issued by the Government.

DURING the month of September 3,195 inches of rain were recorded as having fallen in the Colony. There were 199.5 hours of sunshine during the month, the mean temperature being 80.1.

A CHINESE woman was arrested for being very drunk and disorderly at No. 419 Queen's Road West, on Thursday. Fine \$3.

THE Treaty of Portsmouth was signed by the four plenipotentiaries with the old-fashioned quill pens, each of which was specially provided for the ceremony.

TIENTSIN is well ahead of the times at the Fire Brigade smoking concert held in the Settlement the other day; many ladies were present, and the evening was most successful.

TO-DAY is the Chinese festival of *Chung Ying*, or "day of soul-worshipping," and in consequence thousands of Chinese wended their way to the Peak, carrying silver paper ornaments, etc.

SANITARY measures continue to be adopted against Hongkong at Manila, Newchwang, Shanghai, and Siam. Shanghai is the only place which declares Hongkong to be an infected port.

MR. Moorehead of the Imperial Maritime Customs, who has just returned to Shanghai after a holiday of sixteen months, has received instructions to proceed at once to Tientsin to attend to Customs duties at that Port.

IT is announced in connection with the Chinese Y.M.C.A. that an opening reception and social evening will be held at 8 p.m. on 14th inst. The first open-air service will be conducted in front of the Central Market, 55 Des Vaux Road at 5.45 p.m. on Sunday next.

CHAN Cheung, a carriage driver, was charged, before Mr. G. N. Orme to-day, with cruelty to animals in that he drove a pony in his vehicle while the animal was suffering from an open sore on its back. Inspector MacDonald prosecuted, and the man was fined \$10.

THE 12-kilometres international swimming event (about seven miles) took place at Paris, and was won by Paulus, with Burgess, Holbein, and Miss Annette Kellermann next in the order named. Billington, who was leading in the race, was seized with cramp, and was obliged to retire. The cold affected all the English swimmers.

THE *S.C. Daily Journal* states that owing to the impossibility and inconvenience of the ordinary police to patrol properly the streets of the capital, which are miles and miles long, due to the size of the city, the Governor of Peking has memorialized the Throne asking for permission to institute a system of mounted police, which permission was granted.

THE *Jiji* observes that the length of the Chinese Eastern Railway from Chang-chung to Port Arthur, which has been acquired by Japan is over 300 miles, and the working expenditure of this section amounts to about ¥220,000 per month, maintenance costing ¥15 per mile per day. At present, says the *Jiji*, it is very difficult to obtain a revenue of only ¥120,000 monthly, and by working the railway, the Japanese Government, at present, will lose at least ¥100,000 every month.

A MEETING of the police magistrates and justices of the peace for the Colony will be held at the magistracy, on Monday, the 16th inst, for the purpose of considering the applications from Bernat Cohen to transfer to Moses Char-chelinsky the publican's licence to sell by retail intoxicating liquors on premises Nos. 332 and 334 Queen's Road Central under the sign of "The Land We Live In Hotel," and Annetta Papier to transfer to Bernard Mayer the publican's licence to sell by retail intoxicating liquors on premises No. 1 Jubilee Street under the sign of "The Colonial Hotel."

MR. Basse, of Viceroy Yuan Shih-kai's foreign staff, was received in audience by the Emperor and Empress Dowager on Saturday, the 16th ult., having been summoned to Peking for that purpose. This is stated to be the first interview granted to a European in Chinese employment, with the exception of Sir Robert Hart. In this connection we hear that there is prospect in the near future of the steel works, also the gun factory at the Kiangnan Arsenal, being reorganised under the direction of Kiangnan Dock officials. The intention, we understand, is to have experts in each branch brought from Great Britain.—*N. C. H. News.*

A SAN FRANCISCO wire of the 29th ult. says:—Suffering from the disgrace and humiliation to which he has been submitted since his return home General Stoessel, the defender of Port Arthur, has been afflicted by a stroke of paralysis. He has recovered from the shock, but his condition is regarded as precarious. The court martial which has been trying General Stoessel for misconduct while in command of Port Arthur has not yet concluded its hearings. Doubtless the strain imposed on the general in appearing before the court martial day by day and in facing probable degradation has told upon his strong constitution.

"SELF-DENIAL" writes:—"It appears that now one and then another of the members of the Hongkong Parsee Cricket Club is seeking admittance into the Craigengower Cricket Club and is admitted. That speaks for the sportsmanlike spirit of the latter Club. But the Parsees can move in sympathy and in the same sportsmanlike spirit, and instead of individual members leaving the Club to join another and thereby still further weakening the sporting strength of their own Club and thus doing an injustice to the other members, the Parsees should take steps to bring about a bodily amalgamation of the two Clubs and merge the Parsee Club into the Craigengower, the latter being an older institution. The Parsee Club would merge itself honourably, because it has a good fund at command and gear and other requisites. Thereby the present Parsee ground, not used to full advantage, can be allotted to some other more active Club.

H.E. THE Governor has granted to Major Arthur Chapman, Hongkong Volunteer Corps, leave of absence for twelve months, commencing from the 11th instant.

IT is notified in the *Gazette* that the King's Exequatur empowering J. Gascon Gonzalez de Bernedo to act as Consul for Chili at Hongkong, has received His Majesty's signature.

ACCORDING to *La Democrazia*, the Filipino residents of Hongkong have started a subscription for the relief of their compatriots who are starving in Cebu. A total of 237 pesos has thus far been subscribed.

THE reward offered for arresting the chief culprit of the bomb outrage is 30,000 dollars, for the party of the culprit is 20,000 dollars, while those who report upon their whereabouts will receive 10,000 dollars. The Director-general of the Imperial Railway offers 2,000 taels as reward for information as to the culprit and Yuan Kung-pao also offers 2,000 taels for the same.—*The Shenbao.*

THE following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th ult., as certified by the managers of the respective banks, are published in the *Gazette*:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China,	\$3,435,704	\$2,200,000
Hongkong and Shanghai Banking Corporation,	13,602,523	9,070,000
National Bank of China, Limited,	81,725	70,000
Total,	\$16,573,338	\$11,270,000

ON Saturday afternoon proceedings were opened at the Consular Court for Her Netherlands Majesty, Shanghai, in a case in which the Municipal Council sued the owners of the s.s. *Perak* and her cargo for the sum of Tls. 40,000 and expenses connected with the salvage and salvage services rendered to the ship and cargo by the Municipal Fire Float on the afternoon of the 12th August, under circumstances already reported in this paper. The Court was composed of G. D. Advocate, Esq., sitting as Judge and Mr. E. O. Van Walree and Mr. S. Jacob as Assessors. Mr. McNeill appeared for the defendants. After hearing certain of the evidence of both sides, the case was adjourned until Saturday fortnight, the 14th inst. at 2 p.m.

A WIRE from Vancouver, dated the 3rd inst., states that information has been received that the Canadian Pacific Railroad Company's steamer, the *Empress of Japan*, was injured in the typhoon of a couple of days previous. The vessel was seriously damaged, but not enough to prevent her continuing on her voyage.—The ship left here on the 20th ult., for Shanghai, Kobe, Nagasaki and Vancouver, and has arrived at Kobe. The local agents have heard nothing concerning any injury sustained by her, and presume that if she encountered the storm the extent of any damage she may have suffered was not sufficient to warrant Capt. H. Pybus making a report. On her way down to Hongkong the *Empress* encountered a typhoon, and those aboard had a somewhat exciting experience.

THE FIRE ON A DYNAMITE SHIP.

THE "CHATHAM" COLLIDES WITH THE "CLAN CUMMING."

THE SUEZ CANAL BLOCKED.

Port Said, Sept. 6.—An accident occurred between kil. 13 and kil. 24 during last night. It appears that the s.s. *Chatham*, having some 70 odd tons of dynamite on board, which entered the Canal here early last evening, was trying to permit the passage north of the s.s. *Clan Cumming*. Before the manoeuvre was quite completed the *Clan* collided with her, and in so doing, it is alleged, knocked down a lamp which was suspended in the *Chatham's* forecastle. The whole of that part of the vessel was

SOON IN FLAMES, and the proximity of such a large quantity of explosives decided the crew of the ship to at once leave her; two or three have since arrived here. The chiefs of the Suez Canal Company, with characteristic energy, made all preparations for what might easily prove to be one of the most dreadful accidents on record. The explosion from whatever cause of such an enormous quantity of dynamite would, of course, completely destroy the canal for a great distance on either side, and the removal of debris would have entailed

THE WORK OF WEEKS in all likelihood. All the powerful tugs and boats were at once sent down to the scene of the disaster, and both M. Reynold and M. Schmidt, the chiefs at Ismailia and Port Said, respectively, proceeded at a late hour to the scene. All train service was suspended, and fresh water canal sluices were closed in case an explosion should occur; both from north and south, Canal Navigation was stopped. There are now some sixteen ships tied up in the canal and several others at either end awaiting passage. After going carefully into the matter it was finally decided to make

A DART AT THE SHIP with all the available pumps, with the idea of flooding the hold in which the explosives were stored, the fact of the crew having left the ship to herself making it more difficult.

Port Said, Sept. 7.—The s.s. *Clan Cumming* which collided with the *Chatham* close to Ras-el-Eh arrived here this morning from the canal, and appears very slightly damaged. The latest news is that the Canal Company's huge pumps have succeeded in completely flooding the holds of the vessel, thus rendering the enormous quantity of explosives on board her quite harmless. The vessel is

NOW PRACTICALLY AWASH, I understand, at least round her forward decks, and she is to be secured with heavy chains so that she may not slide into the navigable channel. There is a passage on one side of the ship which up to the present has been utilized solely for daylight navigation. Ships passing the vessel either way, it appears, have done so since yesterday evening. The real cause of the accident apparently will not be discovered for some time.—*Egyptian Gazette.*

CANTON NOTES.

THE TEA MARKET.

[From Our Correspondent.]

Canton, 5th October.
About 5,000 boxes of tea are to be shipped here in order to catch the homeward bound P. & O. boat due to leave Hongkong on the 7th inst. If this lot is taken off the market at an early date another small shipment may be sent; otherwise this will be the last lot of the season.

SILK.
There is a slight improvement in the quality of the fifth crop which is now on the market. Unfortunately, however, the growers are still without profit and as the north breeze is setting in the sixth crop of the year may be affected.

"CANTABRIA" LOST WITH ALL HANDS.

The s.s. *Cantabria*, originally owned by Messrs. Douglas, Lapraik and Company of Hongkong, who sold her to Mr. Francisco Reyes of Manila, about three years ago for the sum of \$50,000 and which later was purchased by her present owners, Messrs. Urrutia and Company, for the sum of P140,000, has been lost off Ticao, a small island on the east coast of Masbate, Philippine Islands. With her were lost all officers, members of the crew and 18 passengers, five of whom were Americans. Not a single survivor was left to tell the tale.

The ill-fated steamer left Manila on September 19 for Mariveles to undergo the usual five days' quarantine preparatory to her clearance for Legaspi, Tacaco and other consular ports. She left Mariveles on the evening of September 25 and nothing further was heard from her until her owners, Messrs. Urrutia and Company, received the following telegram: "Urrutia, Manila.—*Cantabria* lost north point of Ticao. Beach strewn with dead. Apparently all dead.—Death."

Not much credence was attached to the above dispatch until the *Cable News*, of the 4th inst., but as one of their employees was sent to the custom house to verify the sad tidings, they received a copy of the following telegram sent to Collector Shuster by Captain Collet of the consular: "Masbate, October 3. Collector of Customs, Manila.—Twelve decomposed bodies bearing *Cantabria's* life preservers found on Point San Miguel, Ticao; sunken steamer near same place, supposed to be *Cantabria*.—Collet, P. C."

The steamer *Cantabria* was formerly called *Formosa* and was used as an inter-island transport by the quartermaster's department. She was a vessel of 221 feet in length, 32 feet beam, had a draft of 12.5 feet and was built by W. Richardson and Company of Newcastle in 1885 and has triple expansion engines and has a gross tonnage of 1,077 tons. She was insured for the sum of P100,000 with the Union Insurance Company, the Northern Marine Insurance Company, the China Traders' and the Canton Insurance Company. Her cargo which was valued at P200,000, was also insured so that the company does not anticipate very great loss.

THE DROWNED.
Mr. Hendry, one of the unfortunate passengers drowned, was a consulting engineer of the firm of Castle Brothers, Wolf and Sons. He was formerly the chief engineer of the gunboat *Nightingale* during the days of insurrection and later went to China and returned here again about three years ago and since that time had been in the employ of the firm. He was one of the best known and most popular engineers in the Philippines and the China coast, and was on his way to Legaspi, Albay, to make a public exhibition of the new-hemp stripping machines which the firm has recently acquired patents for. H. G. Lane and J. O. Smith were two young enterprising Americans who have been working for months to perfect a machine for distilling ylang-ylang and when about to achieve their success, death called them away. John W. Griffin was a trustworthy travelling salesman for the firm of H. R. Heacock and Company. August O. Sorensen was the owner of the Oakland steam laundry, of which he has since been the owner. Of the native and Chinese passengers little is known about them, except that Ty Queng Sing was known to be one of the wealthiest hemp planters in the province of Albay. Captain Bernardino Madariaga, the commander of the ill-fated boat, was one of the oldest skippers engaged in the coastwise trade. The second officer Eduardo Novo, a son of Captain Novo, one of the local pilots, was recently graduated from the Nautical School.

THE "MIKASA" DISASTROUS.

BODIES RECOVERED.

The *Japan Chronicle* says it is believed that as the disaster to the *Mikasa* did not occur during warfare, the unfortunate bereaved families will not be entitled to the same compensation as is awarded in the case of those killed during active service. This makes the lot of those who were dependent on the men the more hard and bitter and the poorest undoubtedly have a claim on the Government and the public.

Up to Sunday, 24th ult., 241 bodies of those killed on the *Mikasa* were recovered. Of this number only 53 could be identified.

SAN FRANCISCO, September 28.—A great fire has swept the city of Colon, at the northern end of the proposed Panama canal, almost wiping out the city. At one time the valuable property belonging to the United States in connection with the canal work, was threatened, but the flames did not invade that section and it escaped unharmed. A number of the natives have been rendered homeless and the authorities are doing all in their power to afford relief. The marines assisted in keeping order and in patrolling the smoke-smoky city.

THE CRICKET SEASON.

OPENED TO-DAY.

To-day marked the approach of the cold weather and an era in the annals of Hongkong sport, when the first cricket match of the season was played on the Hongkong Cricket Club ground, the wickets being pitched at 12.30 p.m. for a match between the First Eleven and the Second Eleven.—The First Eleven comprised N. E. O. Bird (captain), Major Chichester, T. E. Pearce, W. Dawley, H. Hancock, Captain Kickenbeck, Major Lewis, L. Lumden, R. A. Major Peadley, R. W. R. Captain Smith, A. D. C., and W. C. D. Turner, while the Second Eleven were:—The Hon. Mr. T. Sercombe Smith (captain), R. A. B. Ponsenby, J. Hooper, N. Rutherford, H. G. C. Bailey, F. C. Butcher, T. C. Gray, Captain Noble, R. N. L. Dobby, R. A. R. A. Fowler, Dr. J. H. Swan, A. G. M. Fletcher, Major Williamson, A. S. C. D. Wood, C. H. Fallow, E. C. Dixon, Daniel, Wells, Kendall, Hastings, Vickers, Sayer and Whitamoor.

The day was an ideal one for the opening match, for though at the start there was not a cloud in the sky and the sun was shining down in all his brightness, there were delightful compensating breezes blowing during the afternoon. Thanks to the untiring efforts of Col. Aiken, Messrs. J. E. Bingham, Phelps and H. Hancock, the pitch was in a remarkably fine condition, having regard to its state at the wind-up of last season, and some good cricket was anticipated. Last year the season opened on the 15th October, and resulted in a win for the "All comers" who made 133 to the First Eleven's 119. Of the latter R. Hancock compiled 55 off his own bat, and his absence this afternoon was much felt.

The teams met for tiffin at the Club and an adjournment was afterwards made to the Ground, where at 1.45 p.m. the "not" Twenty-two, having won the toss, went in first. They remained at the wickets till past four o'clock when, with twenty of them having been disposed of, the innings was declared closed the score then being at 169.

The First Eleven went in at 4.45 p.m. when T. E. Pearce was soon disposed of without scoring.

Next Twenty-Two.	
1ST INNINGS.	
N. Rutherford, b. Bird	22
H. G. C. Bailey, c. Bird, b. Lewis	2
F. C. Butcher, c. Chichester, b. Lewis	14
T. C. Gray, b. Chichester	1
Capt. Noble, b. Bird	13
Dr. J. H. Swan, b. Bird	1
Major Williamson, A. S. C., c. and b. Bird	10
D. Wood, c. Peadley, b. Lumden	6
C. H. Fallow, c. Peadley, b. Peadley	6
E. C. Dixon, c. Daniel, run out	6
Wells, c. Lumden, b. Peadley	6
Kendall, c. Bird, b. Peadley	0
R. A. B. Ponsenby, not out	16
Hastings, c. Kickenbeck, b. Peadley	3
Vickers, c. Kickenbeck, b. Lewis	0
Sayer, b. Bird	2
Whitamoor, c. Pearce, b. Lewis	8
Extras	13
Total	169

The Hon. Mr. T. Sercombe Smith and A. G. M. Fletcher did not bat.

Owing to pressure on our space we are compelled to hold over a more detailed account until Monday.

MASONIC "SMOKER."

A very enjoyable smoking concert was given in the Masonic Hall last night in honour of an official visit of the District Grand Lodge. Mr. J. McLean, who acted as accompanist throughout the evening, opened the proceedings, and being a capital musician his piano selections were well received. He was followed by a number of vocal items from Bros. Oxberry, Thwaites, and Bowen, who were loudly cheered, after which Bro. Titmus favoured the audience with some fine oboe playing. Bro. Walston was the next to take up the running and convulsed the house with his "Pantomime" and other humorous selections. After another pianoforte selection from Mr. McLean, Bro. J. Roberts sang the "Holy Friar" and having responded to an encore, two very good concertina pieces were remarkably well played by Bro. Sherwin. This was somewhat of a novelty, as this instrument is but seldom heard at concerts. Bro. Milne, Junr., brought the first part to a close with his spirited rendering of "The Harbour Post" and after an interval of a few minutes Bro. T. Roberts commenced the second part with the playing of "Zampa," a finished performance, that was vociferously encored. Bro. Rowen, then gave "Ora pro Nobis" and was very much appreciated. "Daddy" by Bro. Thwaites, was a good item, deservedly encored, as was another oboe solo from Bro. Titmus. On the mandoline Bro. Sherwin showed himself to be a capable musician. Bro. Oxberry brought the proceedings to a close with his able interpretation of "The Island of Dreams" and after the playing of "God save the King" the function terminated.

SHIPPING AND MAILS.

MAILS DUE.

American (<i>China</i>) 9th inst., a.m.
Indian (<i>Lightning</i>) 9th inst.
German (<i>Prinzess Alice</i>) 9th inst., noon.
German (<i>Bayern</i>) 10th inst.
Canadian (<i>Albatross</i>) 10th inst.
Indian (<i>Luzang</i>) 10th inst.
Australian (<i>Titan</i>) 17th inst.

The C. N. Co's s.s. *Titan* from Australia ports left Port Darwin yesterday p.m. and is due here on 17th inst.

The O. S. S. Co. & C. M. S. N. Co's s.s. *Calchas* left Singapore yesterday daylight, and is due here on 11th inst.

The Glen Line s.s. *Glenloch* from London &c. left Singapore on 6th inst., and may be expected here on 12th inst.

The H. A. L. s.s. *Rheda* from Hamburg left Singapore for this port on 6th inst. p.m. and may be expected here on 12th inst.

TELEGRAMS.

[Reuter's.]

A Better Understanding Among the Great Powers.

LONDON, 5th October.
Prince von Buelow, interviewed by the *Paris Temps*, said that Germany had no idea of obstructing French colonial policy, provided the commercial interests and dignity of Germany were respected. The talk of the inevitableness of an Anglo-German conflict was nonsense; both Governments were too much alive to the consequences to be influenced by press outbursts. International solidarity was now too deeply founded to allow any one to become a *tertius gaudens* in any quarrel whatever. He felt convinced that Anglo-German prejudices would vanish, and the Anglo-French entente was an example of the possibility of an Anglo-German reconciliation in which France had an opportunity of assisting. He hoped that the relaxation of Franco-German relations was a prelude to a mutual confidence, which all Germans would welcome if once convinced that France had ceased trying to isolate Germany.

Later.

Anglo-German Relations.

The English newspapers, while agreeing with Prince von Buelow that an Anglo-German conflict is not inevitable, comment on the gruffness and cynicism of German diplomacy, and are inclined to be sceptical about Prince Buelow's assurances.

The Block in the Suez Canal.

Seventy-seven steamers, including sixteen mail boats, are at Port Said and Suez, awaiting the resumption of traffic.

The Strikes in Berlin.

The situation in Berlin, owing to the strike of all the electrical workers, is becoming grave; 50,000 are idle, including the indirectly affected.

The metal manufacturers have now declared a lock-out on the 14th instant, in sympathy with the electrical firms.

The number of idle hands will then be 120,000 or over one-twentieth of the population.

[N. C. D. News.]

The Balance of Power.

Tokio, 2nd October.
The *Navy Weekly* hints at the probability of a counter-alliance which it opines would afford a still greater safeguard for peace than the Anglo-Japanese.

The *House Gazette* says that the Anglo-Japanese Alliance means the eventual control of half Asia.

An Imperial Garden Party.

Peking, 2nd October.
Her Majesty the Empress Dowager is expected to invite the Foreign Ministers and Members of the Grand Council to a Garden Party at the Echo Summer Palace on the 7th inst. The wives of the Minister will be invited the following day. Her Majesty's object is to increase the friendship between China and the Powers, and to congratulate the Minister on the restoration of peace.

THE YOKOHAMA SPECIE BANK, LIMITED.

TO THE SHAREHOLDERS.

Gentlemen:—The directors submit to you the annexed statement of the liabilities and assets of the bank, and profits and loss account for the half-year ending June 30, 1905.

The gross profits of the bank for the past half-year, including yen 559,922, brought forward from last accounts, amount to yen 8,340,221, of which yen 6,131,500 have been deducted for current expenses, interests, &c., leaving a balance of yen 2,208,721.

The directors now propose that yen 220,000 be added to the reserve fund, rising it to yen 9,947,000, and that yen 200,000 be placed to the silver funds. From the remainder the directors recommend a dividend at the rate of twelve per cent. per annum, which will absorb yen 720,000, on old shares and yen 360,000 on new shares, making a total of yen 1,080,000.

The balance yen 609,721 will be carried forward to the credit of next account.

NAG-TANE SOME, Chairman.

Head Office, Yokohama, 9th September, 1905.

ST. CLAIR AGAIN.

Jem Roche, Wexford, and C. St. Clair, New York, met recently before one of the biggest audiences ever seen at a boxing combat in Ireland, at Earlscourt Rink, Dublin. The contest was for a £50 purse and £25 aside. The American had slightly the advantage in height and reach, but Roche at once forced matters and had all the best of the opening round. In the second round St. Clair showed clever footwork and both in the third and the subsequent round scored well with his right. The fourth round was decidedly the fishman's, he forcing matters throughout and the next two bouts found a repetition of this. In the seventh, both men went through the ropes heavily, but were up smartly and the round closed with some heavy hitting on both sides. St. Clair was later cautioned several times by the referee. Eventually in the tenth round he claimed a foul against Roche, which was not allowed, and, going to his corner before the call of time, was disqualified. Previous to the fight, young John L. Sullivan challenged the winner, and St. Clair subsequently expressed his willingness to meet Roche again.

GOVERNMENT MEDICAL SCHOOL FOR MALAYA.

THE GOVERNOR ON NATIVE IGNORANCE AND PREJUDICES.

Those gentlemen, who, headed by the Hon. Tan Jik Kim, in September, 1904, petitioned H.E. the Governor for the establishment of a medical school in Singapore, where Chinese and other non-European residents in the Colony and the F.M.S., might be trained, to enter the Government service as assistant surgeons, or to qualify as general practitioners, have realised their desires, for it is now, to utilise a well-worn phrase, *un fait accompli*. In the syllabus of the School the terms of the petition are set forth, and it is shown that its establishment was first advocated by Dr. Simon, C.M.C. A Commission appointed to inquire into the system of "English education in the Colony pointed out the great advantage of the introduction of a system of training which would produce, "out of local material," men qualified to supply the demand for assistant surgeons and general practitioners amongst the native population and the poorer inhabitants. The petitioners were convinced that there were no insuperable difficulties and remarked on the great practical good they were convinced would result from a "proper supply of trained medical men in racial sympathy with those whom they would attend." Government pointed out difficulties in the way of the scheme, and affirmed that the establishment of the school could only be regarded as an experiment, but as to expenditure (buildings and equipment, staff and maintenance expenses, scholarships or maintenance allowance for students), so far as buildings were concerned there was, owing to the removal of the female patients to Pasir Panjang, a block of the Asylum at the disposal of the Government which could be used. The sum which Government thought necessary to be raised was \$75,000. This figure has happily been secured, and the new school on the Hospital site, already equipped and staffed for its work, was ready for the opening ceremony on the 28th ult., says the *Singapore Free Press*.

His Excellency, in a powerful address, said he felt it a great privilege to take part in the inauguration of this institution. He thought it was only just a year ago since the memorial to which his friend Mr. Tan Jik Kim had attached was submitted to him. When he came to look into the previous history of the question he found similar schemes had been mooted on more than one occasion previously, but it was not found feasible, the principal reason being a fear of sufficient students would not be forthcoming, and the support necessary for the school's maintenance from the Chinese community and other native Asiatic races amongst them. But the members of the Government who had held this opinion had gone and their places taken by men with more hopefulness—and perhaps more discrimination, and more sympathetic knowledge of the community than those who had gone before. He referred to Mr. Barnes and Dr. McDowell, on the matter, and on their advice he acted, and it was to them that the main credit of what had been done was due. The services of Dr. McDowell and his brethren in the medical profession had been beyond praise. Mr. Barnes, H.E. alluded to with laughter, as an indefatigable brawler, and he added that he had succeeded beyond his wildest hopes. He mentioned in this connection his friend Mr. Tan Jik Kim not only for his munificent gift, but for the enthusiasm and energy he threw into the work of soliciting sympathy for the scheme, and finding his way into the pockets of his fellow Chinese. It was largely due to him that they saw that institution now fairly started, and started under such very hopeful circumstances. He (H.E.) thought also that they must not forget, on behalf of the community, to give thanks to the medical profession for the ready response in which they came forward and showed their sympathy with the institution in such a practical way, by giving their services as honorary lecturers. But for this it would have been quite impossible for the Government and community to attempt the task.

OUR DEATH RATE.

If, continued H.E., referring to the need of medical work which the school would carry on, they reflected that the death rate there in this great city of Singapore every year was over 50 rather than under 40 per thousand, which meant that one man or woman in every 20 of the population died in the course of a year, he asked them to think not only of the suffering and pain, but of the enormous loss in efficiency it implied on the working population. It was due not only to the Government but the general welfare of the community that everyone should do whatever lay in his power to better this state of things. Perhaps even more startling were the huge figures of the aggregate death rate, amongst children born in Singapore. In the last return registered of births and deaths out of 5,000 children born last year in Singapore 1,715 died before they reached the age of one year. One child out of every three only reached the age of twelve months. He thought in that institution they would find some means of combating to some extent this enormous slaughter—for it was nothing else. This deplorable state of things appeared to beoken not only deficient physical conditions in the children born but ignorance and prejudice on the part of the mothers. They needed not simply to educate the boys but the girls.

IGNORANCE AND SUPERSTITIONS.

Yesterday in the ordinary course of his official duties he had brought under his notice one of the saddest records it had been his task to read. It was a record of a poor, helpless little child six months old, that died a few days ago in Singapore. On its body were found no fewer than ten serious blisters inflicted by burning matches. Could they conceive it, a poor helpless child six months old subjected, not from any wanton cruelty, but through ignorance and superstition, to torture which in England would be called atrocious, and which had it happened there everyone concerned would have been dealt with severely by the law? They might ask what it was proposed to do in regard to such cases. Well, it was believed, honestly believed, that this cruelty was inflicted in ignorance and with the desire to benefit the child. That it could not do so a moment's reflection would have proved to anyone, yet that such a thing could be done to a helpless child showed that they were only at the beginning of their task in founding that school. They had to go further and with the help of the Chinese community and of the representatives of the different native communities teach mothers of the future the care of their children. Their birth rate, even as it was, was only half their death rate. Were it not for the constant stream of immigration Singapore would cease to exist in a very few years. They, however, could not always count upon this immigration into the Colony. Circumstances might

arise, were now arising every day which tended to divert this stream of immigrants or keep it at home.

GOVERNMENT'S FIRM STAND.

If we were to keep our place here as a great city, a great centre of commerce, and industry, the children must be saved, and he must earnestly asked those leaders of the native community, who had already shown themselves alive to this question, to give the Government their sympathy and support in doing what they could to put an end to these practices, by removing the cause of them—the ignorance and prejudice of the mothers. He thought that whatever view they might take of the matter, all acknowledged that these practices were practices which the Government could not tolerate. They made every allowance possible for lack of sympathy, difference in ideas and mentalities between the East and West, but anything which revealed the common community, and he thought such practices—those in which he had alluded to—did. And he should like anyone there who knew of such things going on to let it be known that any instance of such treatment could and would be dealt with by the law of the Colony, which was quite wide enough to deal with such cruelty, whether inflicted intentionally (as in this instance it was not) and in malice or not. The law, as he had said, was strong enough to deal with it and would deal with it.

COMBATING DISEASE.

H.E. then went on to say a few words to the students. He was, he said, very glad to hear that up to now the record was so good. He thought the figures that Dr. Freer read to them were very satisfactory indeed. What he wanted them to remember was that the course of study they were about to enter upon was not merely a course of study to enable them to earn a living, but was intended as a passport to membership of a very great profession enabled by many instances of unselfish devotion with lofty ideals and noble thoughts, which were the best qualities, mental and moral, which a man could give. It demanded not only freshness and vigour of body, a steady hand and eye, infinite patience, keenest sympathy, all these qualities, but also courage. The soldier had time to think when and where he would meet the enemy. In the medical profession, the profession they were about to enter, the enemy was all round and everywhere. Everywhere in the world life preyed upon life and it was upon those forms of life and disease which preyed upon human life, and not only to cure disease, but to prevent it as far as possible, and to try the seeds, the beginnings, of the forms of life preyed upon humanity. This was a warfare which required all the best qualities a man could bring to its service.

THE STUDENT'S OPPORTUNITIES.

He was sure that with the unselfish example set them by the medical profession there in Singapore they would start on their course with an excellent knowledge of what was expected in the discharge of the duties of this profession. He was sure they would realise the best hopes of the Government and community. It was to them that the Government looked especially. They themselves were of the East, and to them they looked to break down the walls of native prejudice and overcome this ignorance. They had access as the Western had not to the inmost household in the East, and it was a very real battle that would have to be fought, and he thought with the training they would acquire there they would go forth well equipped, and determined to win in the real spirit of the profession. And in a few years time they would overcome them and the community would reap the benefit by an increasingly healthy population, a diminishing death rate and improved conditions of life everywhere. He concluded by declaring with much pleasure the school open. (Applause.)

Mr. W. D. Barnes, on behalf of the Council, thanked H.E. for declining to be school opened. He had not only opened but founded it by his decision in the matter. They confidently hoped that when H.E. visited the school again he would find his confidence in the institution's success was justified. (Heard, hearing.)

Mr. Tan Theam Hock, representing the Chinese community, seconded the vote, and the compliment having been accorded H.E. briefly returned thanks, and expressed a cordial wish for the school's success.

The formal proceedings then closed, and light refreshment was dispensed to the company.

BLAKE GARDEN.

The following regulations for the maintenance of good order and the preservation of property in Blake Garden have been made by H.E. the Governor in Council:—

No person shall pick or handle flowers or plants or do any injury to any plant or tree; no person carrying a load shall enter the garden; no public or private vehicles shall be allowed in the Garden except sedan chairs for the use of invalids, permits for which shall have been first obtained from the Superintendent of the Gardens, and permit holders; no person shall put his feet on the seats, nor lie upon any seat; no person shall cut or injure any fence or other property of the Government in the garden; no kites shall be flown in or from the garden; all persons using the garden shall conduct themselves in a quiet and orderly manner; and the Superintendent may close the garden or any portion thereof and grant admission thereto by ticket or otherwise on such occasions as may be approved by the Governor.

PACIFIC CABLE.

LARGER SHARE OF AUSTRALIAN BUSINESS.

According to the report of the Pacific Cable Conference the cable traffic between Australia and the United Kingdom in 1904 totalled 2,784,220 words, the Eastern Extension Company getting the lion's share of the business—1,889,359 words. During the previous year 2,637,357 words were transmitted, of which the Eastern Company sent 1,824,307.

In view of the large loss at present made on the Pacific cable, the conference recommends that steps be taken by all legitimate means of business competition to secure a larger share of Australian business for the Pacific cable, and the suggestion is made that the board should be at liberty to negotiate by "amicable arrangement" with the Eastern Company, subject to the approval of the Governments in the partnership. The conference objects to the agreement made between the Commonwealth and the Eastern Extension Company (not yet ratified by Parliament) being for a period of more than 20 years.

NEW ORDINANCES.

H. E. the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—

Ordinance No. 8 of 1905.—An Ordinance to apply a sum not exceeding Five million seven hundred and seventeen thousand two hundred and seventy-six Dollars to the Public Service of the year 1906.

Ordinance No. 9 of 1905.—An Ordinance to amend "The New Territories Land Ordinance, 1905."

Ordinance No. 10 of 1905.—An Ordinance relating to the Maintenance of Married Women deserted by their Husbands.

It is also notified that His Majesty the King has not been advised to exercise his power of disallowance with respect to the Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and for other purposes.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of 6th inst. Messrs. Benjamin, Kelly and Potts report:—

Apart from the improvement in Hongkong Banks and Langkats, there is very little change in rates to report since the issue of our last circular and only a moderate business has been transacted.

Banks.—Hongkong and Shanghai Banks strengthened after the settlement, and a few shares have changed hands at \$915. The London quotation has risen to £94. Nationals are unchanged.

Marine Insurances.—Canions have further improved and are in request at \$40 cash after sales at this price for end of the month. China Traders have been disposed of at \$80 and more shares are required for. Unions continue firm at \$780 and North Chinas are still wanted at \$18.

Fire Insurances.—China Fires have advanced to \$88 and are in demand. Hongkong Fires are offering at \$34.

Shipping.—Hongkong, Canton and Macao Steamboats have been dealt in at \$27 and closed with further sellers. Indo-Chinas have ruled quiet and are obtainable at \$94. Shell Transports have inquiries at 215. In other stocks under this head, there is no alteration to report.

Refineries.—China Sugars are to be had at \$220. Luzons have been sold at \$158 and \$15, closing quiet.

Mining.—Chinese Engineerings have been looked at \$15. Orientals are quoted at G. \$18: London wires £3 15s. Kaubs can be placed at \$37.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quieter at \$185. Farnhams advanced to \$150 and were sold at this figure but have since reacted and now close with buyers at \$146. Kowloon Wharves have inquiries at \$104, and Hongkong Wharves remain in demand at \$187.

Lands, Hotels and Buildings.—Hongkong Lands have changed hands and can still be obtained at \$122. West Points are on offer at \$55, and Kowloon Lands continue in request at \$40. Hongkong Hotels are wanted at \$147. Astor House Hotels have been parted with at \$282, and \$28 at which latter rate more shares are required for. Sales of Hotel des Colonies are reported at \$17 and 18 and there are further buyers at higher price. Humphreys Estates are firm at \$124 buyers.

Cotton Mills.—Ewos have risen to \$15 and are wanted. Quotations for other Northern stocks are: Internationals \$14, Lau-Kung-Mows \$15 and Soy Chees \$15.20, Hongkong Cottons are neglected at \$14.

Miscellaneous.—Green Island Cements are in demand at \$28. China Providents have again been negotiated at \$9 and further shares are wanted. Electricities are inquired for at quotations. Business has been done in Dairy Farms at \$124. United Asbestos (ordinary) at \$9, A. S. Watsons at \$144 and William Powells at \$114. Langkats further improved and were sold at \$15, 250, but towards the close the market is slightly weaker and shares are offering.

YARN MARKET.

In their report, dated 6th instant, Messrs. Phiroozia, B. Leitch and Co. write:—We have to report another fortnight of a quieter tone in our market for Indian Yarn, and prices in many instances show a decline of from fifty cents to two dollars per bale due to the extreme tightness of money amongst the Chinese. The interest charged by the Chinese bankers is too heavy; in some instances as much as about 11 per cent. per month, and this, coupled with the undue pressure on the part of some of the large importers who were eager sellers even at a good sacrifice owing to the heavy receipts from your side during the period, our market is greatly depressed. The Chinese dealers as well as speculators are unwilling to operate on a larger scale, but confine their purchases in selected threads to their actual requirements only, and in yarn for which they have made forward contracts. It is also reported that a good lot of their former forward purchases arrived per steamer *Callinoss* and *Capri*. Looking to the unaltered stock in the hands of the Chinese dealers, we have no fear of a further decline in the near future.

A very moderate business, reported in No. 201, at last Mail's prices; the importers are not free sellers. In this count as the stock of desirable threads is not much in first hands. The demand for Nos. 165, and 172 has somewhat slackened. Prices show little or no change.

Owing to the over-anxiety on the part of large importers to quit, and the fresh heavy receipts from your side, and the unsold stock in first hands, prices of No. 104 have declined from fifty cents to two dollars per bale, and even at this decline a moderate business is reported.

No business is reported in No. 81.

Some selected lots of No. 6x changed hands at a decline of about fifty cents per bale.

The market closes quiet. Sales during the past fortnight comprise of about 350 bales of No. 6x, 3,650 bales of No. 10x, 450 bales of No. 12x, 475 bales of No. 16x, and 600 bales of No. 20x; in all about 5,475 bales.

Arrivals during the fortnight per steamers *Arratoon* and *Kutong* (from Calcutta), and *Callinoss*, *Capri*, and *Coromandel* (from Bombay), of about 22,750 bales, for this port, and about 5,975 bales for Shanghai.

Shipments to Shanghai and the Northern Ports about 2,500 bales.

The Unsold Stock is estimated at about 47,000 bales.

Local Mill:—No sales reported.

Japanese Yarn:—No sales reported.

Exchange:—We quote to-day on India, at Rs. 145 1/2 per cent.; London, at 12 1/2 1/16; Shanghai, at 71 1/2. Silver 28 1/2.

SHANGHAI SHARE MARKET.

Advices from Shanghai, dated 3rd October, state:—Business reported:—Internationals at \$45. Chinese Engineering and Mining Co., at \$15. Langkats at \$15. 255/250/251 for October, 265 for December. Colonies at \$15. 181.

Business done direct:—Yangtze Wharfs at \$15. Indo-Chinas at \$15. 72 for December. Farnham, Boyds at \$15. 149 for October. Langkats at \$15. 250 cash, and \$15. 255 for October, and \$15. 266/267/261/260 for December. Colonies at \$15. 19 for November.

TODAY'S EXCHANGE.

Selling.	
1000s—Bank T.T.	11 5/16
D. Demand	11 1/16
100 4 months' sight	11 1/16
France—Bank T.T.	2.44
America—Bank T.T.	47 1/2
Germany—Bank T.T.	1.98
India T.T.	1.145
Do. demand	1.145
Shanghai—Bank T.T.	7 1/2
Singapore T.T.	9 1/2 prem.
Bank T.T.	9.53
Java—Bank T.T.	11.02
Buying.	
1 months' sight L/C	11 13/16
3 months' sight L/C	11 15/16
10 days' sight San Francisco & New York	47 1/2
1 months' sight do.	48 1/2
30 days' sight Sydney and Melbourne	2.10 1/16
4 months' sight France	2.49 1/2
3 months' sight do.	2.51
4 months' sight Germany	2.03 1/2
1st Silver	28 7 1/2
Bank of England rate	28 1/2
Sovereign	10.24

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
	Per picul
Malwa New	@ 1.080
" Old	@ 1.150
" Older	@ 1.240
" Oldest	@ 1.300
	Per chest
Malwa New	@ 1.024
" Old	@ 1.135
" Older	@ 1.235
" Oldest	@ 1.305
Persian (Paper)	

To-day's Advertisements.

HONGKONG BENEVOLENT SOCIETY.

GRAND PROMENADE CONCERT,

on the

VOLUNTEER PARADE GROUND,

(Near Tramway Station),

Kindly lent for this occasion,

TO-NIGHT,

(SATURDAY), 7th October, 1905, at 9 15 P.M.

Tickets ... \$1 and \$1.

Can be obtained from the Volunteer Band

Quarters, near the Hongkong Club, or

from the Committee of the

Hongkong Benevolent Society.

Hongkong, 7th October, 1905. [930]

HONGKONG CORINTHIAN YACHT CLUB.

THE ANNUAL GENERAL MEETING

of the above Club will be held at 35,

Queen's Road Central (1st floor), on MON-

DAY, the 9th instant, at 6 P.M.

J. REINIE, Hon. Secretary.

Hongkong, 7th October, 1905. [997]

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING

of the MEMBERS of the above Club

will be held in the Seamen's Institute, on

SATURDAY, the 14th October, 1905, at

8.30 P.M.

By Order of the Committee,

H. GOYNE-STEVENS,

Hon. Secretary, Kowloon C.C.

Hongkong, 7th October, 1905. [998]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"RHACTIA"

Captain J. Behrens, will be despatched for the

above Ports, on SUNDAY, the 15th instant, at

5 P.M.

The Steamer has splendid accommodation

for First-class Passengers and carries a duly

qualified Doctor.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 7th October, 1905. [999]

THE HONGKONG FROZEN

FOOD SUPPLY.

ON and after MONDAY, the 18th

September, 1905, the DEPOT in WYNDHAM

STREET (DAIRY FARM DEPOT) will

open at 6.00 A.M. instead of 6.30 A.M.

Hongkong, 7th October, 1905. [1000]

Intimations.

THE

ROBINSON PIANO COMPANY, LD.

PRACTICAL

PIANO

EXPERTS.

MANUFACTURERS, TUNERS

AND

REPAIRERS.

PIANOS

AND

ORGANS

RENOVATED, REBUILT,

October 7th, 1905, a.m.									
1	Vladivostok	7	a.m.	—	—	—	—	—	—
2	Nemuro	6	a.m.	30.04	—	—	—	—	0 2
3	Hakodate	—	—	29.89	—	—	N	—	—
4	Tokio	—	—	29.71	—	—	NW	—	4
5	Kochi	—	—	29.87	—	—	W	—	2
6	Nagasaki	—	—	30.03	—	—	—	—	0
7	Kagoshima	—	—	30.07	—	—	N	—	2
8	Oshima	—	—	30.04	—	—	N	—	0
9	Naha	—	—	30.05	—	—	NE	—	2
10	Ishigaki	—	—	30.01	—	—	N	—	4
11	Okajima	5	a.m.	30.09	—	—	E	—	0
12	Taichu	—	—	30.01	—	—	—	—	6
13	Tainan	—	—	30.01	—	—	—	—	6
14	Koshun	—	—	29.97	—	—	NE	—	6
15	Pescadore	—	—	30.01	—	—	—	—	3
16	Weihaiwei	7	a.m.	30.11	68	74	SE	—	3
17	Gutzlaff	—	—	30.21	68	71	E	—	2
18	Sharp Peak	—	—	30.15	73	73	NE	—	2
19	Amoy	10	a	30.17	73	73	NNE	—	0
20	Swatow	9	a.m.	30.23	74	76	—	—	3
21	Canton	—	—	30.07	74	77	—	—	3
22	Hongkong	10	a.m.	30.12	79	78	E	—	3
23	Victoria Peak	—	—	—	—	—	E	—	3
24	Gap Rock	—	—	—	—	—	—	—	1
25	Macao	—	—	29.88	76	81	SE	—	1
26	Haiphong	—	—	—	—	—	—	—	—
27	Manila	—	—	—	—	—	NE	—	—
28	Bacolod	9	a.m.	—	—	—	NE	—	3
29	Iloilo	—	—	29.80	83	84	NE	—	1
30	Cebu	—	—	—	84	84	—	—	0
31	St. James	10	a.m.	—	—	—	—	—	0

Intimation.

THE HONGKONG FROZEN FOOD SUPPLY.

THE DEPOT OPENS AT 6 A.M.

The following are in stock:

PRIME AUSTRALIAN BEEF, MUTTON, LAMB, PORK.
DAIRY FARM FROZEN PORK.

Bacon, Best Wiltshire \$5.70 per lb.
"Carrot" Meat Extract, 2 oz 0.70 per pot.
"do" 4 oz 1.35
Duck, Local (dressed) 0.65 each
Fish, Fresh Canadian Salmon 0.60 per lb.
Fish, Australian Smoked Mullet 0.60
Fish, "do" Schnapper 0.65
Geese, Local (dressed) 1.50 each
Hares, Australian 1st Grade 1.40
Ham, Best York 0.70 per lb.
Ham, Australian, "Pineapple" Brand 0.60
"do" extra per lb for Ham if cut 0.05 each
Kidneys, Australian Sheep 48 cts. & 60
Lemons, Australian cts. per doz.
Oysters, American (large size, in tins) 1.50 per tin
Oysters, Australian (in bottles of 24 and 5 doz.) \$ per bottle.
Pigeons, Local \$0.25 each
Rabbits, Australian 1st Grade 0.65
Sausages, Australian Fritz 0.65 per lb.
Sausages, Own Make (of Australian Mutton) 0.35
Turkeys, Australian Sheep 0.20 each
Turkeys, Choice Australian (plucked) 0.60 per lb.

SPECIAL NOTE.
Orders required to be filled in the Early Morning should be sent in before 3.30 P.M. the previous day.
Orders for NOON should be sent in by 8.00 A.M. the same day.
Orders for 3.30 P.M. should be sent in by NOON the same day.
Hongkong, 6th October, 1905. [988]

Mail.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
AUSTRALIA, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"
Captain H. W. Kenrick, R.M.R., carrying His Ma-
jesty's Mail, will be despatched from this for
HOMBAI, on SATURDAY, the 21st October,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Britannia*, 6,525 tons, from Colombo;
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Moldavia*,
due in London on the 22nd December.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.

Hongkong, 7th October, 1905.

To Let.

SHOP TO LET

IN

QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occu-
pied by the ROBINSON PIANO CO.,
possession November 1st.
For Particulars, apply to—
W. BREWER & Co.
Hongkong, 23rd September, 1905. [921]

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—
H. N. MODY.
Hongkong, 4th May, 1905. [527]

TO LET.

NO. 4, OLD BAILEY.
Apply to—
ARKATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd October, 1905. [983]

TO LET.

NO. 15, KNUITSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th September, 1905. [900]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.
No. 1, RIFON TERRACE.
FLATS in MORRISON TERRACE, facing
Polo Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th August, 1905. [169]

TO LET.

NO. 3, MACDONNELL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 19th July, 1905. [755]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 27th June, 1905. [692]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and Airy Rooms: Gas and ELECTRIC
LIGHTS laid on. Commanding fine view of the
Harbour.
Rents very moderate.
Apply to—
H. RUTTONJEE,
No. 5, D'Aguiar Street,
37 and 38, Elgin Road, Kowloon.
Hongkong, 5th June, 1905. [627]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	AT WORKING ACCOUNT.	APPROXIMATE PERCENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	\$1,000,000 \$8,500,000 \$250,000	\$1,702,728	{ £1 15/- @ exchange 1/100 = \$18.66 2/3 } for first half-year 1905	4 1/2 %	{ \$9 1/2 } London 294 \$38 buyers
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768	\$2 (London 3/5) for 1905		
(MARINE INSURANCES)								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,730	\$150,494	\$17 for 1905	5 %	\$340 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$51,992 \$26,166 \$371,445	Nil.	\$4 1/2 for year ended 30.1.1904	5 1/2 %	180 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/5 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$20,000 \$172,740 \$865,171 \$5,700 \$5.80	\$2,078,997	\$35 for 1905	4 1/2 %	\$780 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$750,000 \$5,700 \$5.80	\$426,284	\$12 and \$3 special dividend for 1905	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$218,791 \$2,241	\$320,042	\$6 dividend & \$1 bonus for 1905	8 %	388 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,501	\$360,372	\$34 for 1905	10 %	\$340 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$261,638	\$8,834	\$1 for 1904	5 1/2 %	\$18
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$88,941 \$150,000 \$600,000 \$145,376 \$100,000 \$241.15	Nil.	\$3 1/2 for year ended 30.6.1905	10 1/2 %	\$32
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$600,000 \$145,376 \$100,000 \$241.15	180 4	\$1 for first half-year 1905	7 1/2 %	\$27 sellers
Indo-China Steam Navigation Company, Limited	10,000	£10	£10	\$2,199 \$1,000,000 \$1,000,000 \$4,000,000 \$4,000,000 \$4,000,000	\$4,435	{ 12 1/2 @ 1/100 = \$6.25 1/2 for 1904 } Interim of Tls. 2 for 1905	6 1/2 %	\$23 sales
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 \$4,000,000 \$4,000,000 \$4,000,000	Tls. 4,762	{ Interim of Tls. 14 for 1905 } Interim of 1/4 (Coupon No. 5) for 1904	7 1/2 %	Tls. 59 Tls. 47 2 1/2 %
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$4,893	\$8,745	{ \$1.80 } \$0.90 for year ending 30.1.1905	5 1/2 %	\$33 sellers \$35 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$24,257 \$400,000 \$21,757	\$229	\$10 for 1904	7 %	\$14 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$21,231	\$10 for 1904	7 %	Tls. 29 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 194,479 Tls. 28,000 Tls. 81,200	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2 %	Tls. 29 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000 none	\$42,812	Interim of \$10 for 1905	10 1/2 %	\$229 sellers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	\$150,000 none	\$85,087	\$3 for 1897		\$15
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 68
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$4,000,000 \$12,289	\$7,830	Interim of 1/4 (No. 4)		Tls. 10 sellers
Oriental Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)		G. \$18
Laub Australian Gold Mining Company, Limited	150,000	£1	£1	\$4,893	\$8,745	No. 12 of 1/4 = 48 cents		\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 \$70,000	Tls. 34,024	Final of Tls. 8 making Tls. 13 for 1904/5	9 %	Tls. 146 buyers
Fenwick (Gen.) & Co., Limited	17,000	\$25	\$25	\$500,000 \$58,473 \$10,000 \$300,000 \$41,500	\$8,577	{ \$3.75 for 1904 on old capital } First year	7 1/2 %	\$27 sales
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000 \$10,000 \$300,000 \$41,500	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 %	\$105
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000 \$1,000,000 \$1,000,000 \$1,000,000	\$501,333	\$6 for first half-year 1904	7 %	\$185
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$480	\$1 1/2 for 1905	7 %	\$17.95 sales
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 50,880 Tls. 17,500	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2 %	Tls. 187 1/2 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 192 1/2
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$1,500,000 Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 %	\$28 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 3,000	Tls. 806	{ Final of Tls. 5 making Tls. 9 } Final of 60 cents making \$1.80 for 1904	6 1/2 %	Tls. 135
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,502	{ None } { Preferential of 7 per cent for 1904 }	12 %	\$13
Do. (Founders)	123	\$15	\$15	\$1,845	\$1,126			\$7
Do. (New Issue)	24,000	\$15	\$15	\$360,000 \$31,087	\$1,126	\$5 for first half-year 1905	6 1/2 %	\$147 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$1,000,000 \$1,000,000 \$1,000,000	\$37,875	Interim of \$3 1/2 for 1905	5 1/2 %	\$126
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 Tls. 25,000 Tls. 20,000	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	14 %	Tls. 18 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	\$100	\$100	\$900,000 \$100,000 \$100,000 \$100,000	Tls. 7,202	Interim of \$4	14 %	\$105 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$500,000	\$11,958	90 cents for 1904	7 1/2 %	\$12 1/2 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 none	\$377	\$3 for 1904	7 1/2 %	\$10 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 Tls. 28,813 Tls. 170,000	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 122 sellers
Shanghai Land Investment Company, Limited	62,000	Tls. 50	Tls. 50	Tls. 170,000 none	Tls. 40,666	Interim of Tls. 3 for 1905	12 %	Tls. 45
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 67,300 none	Tls. 670	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 115 buyers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300 none	Tls. 725	Interim of Tls. 3 for 1905	6 1/2 %	Tls. 115 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247			\$54
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1905	7 1/2 %	Tls. 55 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 Tls. 50,000 Tls. 31,619	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 31,619	Tls. 13,629	Interim of 3 1/2 a/c 1898		Tls. 44 sales
Law-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898		Tls. 50 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,000	Tls. 12,050	4 1/2 for 1897		Tls. 260
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	£770	First year		\$105
Cell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$114	\$1,182	15 per share for 1904	5 1/2 %	\$7 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	none	\$1,182	\$5 for 1904	5 1/2 %	\$7 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	Tls. 30,000	Tls. 718	\$1 for 1904	5 1/2 %	\$17 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	none	\$3,739	Interim of Tls. 5 for 1905	5 1/2 %	\$10
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$8,000	\$1,581	None	9 %	\$9 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,581	80 cents for 1904	9 %	\$9 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$1,875,000 \$1,000,000 \$1,000,000 \$1,000,000	\$95,054	\$1 1/2 for year ending 31.7.1905	7 %	\$28 1/2 buyers
Green Island Cement Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,000,000 \$1,000,000 \$1,000,000	\$7,551	\$1 for 1904	7 %	\$28 1/2 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 \$25,394 \$2,000	\$8,188	Final of \$1 1/2 making \$2 1/2	9 1/2 %	\$173 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	\$70,000 \$2,000	\$2,151	{ 1 1/2 div. and 1/2 bonus for 1904 } { 50 cents } for year ending 30.4.1905	7 %	\$15 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$1 1/2 for year ending 30.11.1904	5 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$125,000 \$20,000 \$20,000 \$20,000	\$2,706	Interim of \$4 for 1905	7 %	\$35
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$60,000 \$2,000	\$11,137	\$10 for 1904	7 %	\$35 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$500,000 \$2,000	\$200	Interim of 50 cents 30.9.04	13 1/2 %	\$14 sellers
Hongkong Steam Waterboat Company, Limited	15,000	\$100	\$100	none	\$11,582	Final of \$9 making \$14 for 1904	9 1/2 %	\$14 sellers
Jane, Crawford & Co., Limited (Shanghai)	2,500	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	{ 3rd quarterly of Tls. 25, paid 15.9.05 mak- } ing 80 fac. Tls. 15 for 1905		Tls. 250 sellers
Maatschappij tot Mijn- Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	{ 3rd quarterly of Tls. 25, paid 15.9.05 mak- } ing 80 fac. Tls. 15 for 1905		Tls. 250 sellers
Mondon (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	First year		Tls. 25
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. \$5,537	None		\$50
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	Tls. 145,000 Tls. 108,172	Tls. 6,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 133 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,172	Tls. 6,011	Interim of Tls. 3 1/2 for 1905	7 %	Tls. 133 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 9,751	Interim of Tls. 5 for 1905	9 %	Tls. 150 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000 Tls. 24,000 Tls. 24,000 Tls. 24,000	Tls. 6,008	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 170,000	Tls. 1,207	Interim of 15/- for 1905	4 1/2 %	Tls. 440 buyers
Shanghai Waterworks Company, Limited	7,292	£20	£20	none	Dr. \$1,068	None		\$20
South China Morning Post, Limited	6,000	\$25	\$25	none	\$3,644	60 cents for year ended 31.5.04	7 1/2 %	\$20
Team Laundry Company, Limited	15,000	\$2	\$2	\$15,000	\$700	\$5 for 1905	7 %	\$150
Straits Ice Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 4,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 %	Tls. 128 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,205 Tls. 4,000	Tls. 1,012	{ 50 cents } for year ended 31.5.1905	9 %	Tls. 128 sales
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$99,000 \$15,000	\$551	Final of 50 cents making \$1 for 1904	10 1/2 %	\$14 1/2 buyers
Do. (Founders)	100	\$10	\$10	\$1,000	\$551			\$14 1/2 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$15,000	\$6,006	Final of 50 cents making \$1 for 1904	10 1/2 %	\$14 1/2 buyers
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$670	Final of 20 cents making \$1.20 for year 1904/5	10 1/2 %	\$14 1/2 buyers